

# Federal Capital Improvements Program

For the National Capital Region  
2007-2012



National Capital Planning Commission



# Contents

<b>Introduction .....</b>	<b>4</b>
<b>Program Summary.....</b>	<b>5</b>
Summary .....	5
Project Recommendation Summary .....	6
<b>Program Process .....</b>	<b>17</b>
FCIP Function and Process .....	17
Office of Management and Budget Review .....	18
Legal Authority .....	18
<b>Project Evaluation .....</b>	<b>19</b>
Plans and Programs .....	20
Recommendation Definitions.....	27
Project Submission Recommendations .....	30
<b>Project Background and Trends.....</b>	<b>31</b>
Analysis of Trends in the FCIP .....	34
Probable Impacts.....	38
<b>Project Recommendations .....</b>	<b>42</b>
Project Descriptions.....	52
<b>District of Columbia .....</b>	<b>53</b>
<b>Maryland .....</b>	<b>101</b>
Montgomery County .....	102
Prince George’s County.....	112
<b>Virginia .....</b>	<b>129</b>
Arlington County.....	130
Fairfax County .....	144
Prince William County .....	154
<b>National Capital Region.....</b>	<b>156</b>
<b>Appendix A:</b>	
Projects Listed by Recommendation and Initial Submission Year .....	164
<b>Appendix B:</b>	
Status of Federal Construction .....	172
Distribution of Total Congressional Funding of FCIP Projects	
in the National Capital Region .....	172
Projects Funded in FY 2006 .....	173
<b>Appendix C:</b>	
Status of Master Plans for Installations Included in the Program .....	177
<b>Appendix D:</b>	
Projects Previously Recommended and Strongly Endorsed .....	179
<b>Abbreviations .....</b>	<b>181</b>

# Introduction

The National Capital Planning Commission (NCPC or the Commission) is responsible for planning the orderly development of the federal establishment in the National Capital Region (NCR), which consists of the District of Columbia, the official seat of the national government, the surrounding counties within the states of Maryland and Virginia—Montgomery, Prince George’s, Arlington, Fairfax, Loudoun, and Prince William counties—and the incorporated cities therein.

NCPC has authority to evaluate proposed federal capital projects for their conformity with its own adopted plans and policies. NCPC also uses its review through the Federal Capital Improvements Program (FCIP) to help guide its planning activities in the region. At an early stage, the FCIP identifies projects that are important to the federal establishment and that may have potential adverse impacts or planning problems.

Each year, NCPC reviews and makes recommendations on proposed federal capital improvements within the six-year FCIP. NCPC’s project recommendations assist the Office of Management and Budget (OMB) in reaching budgetary decisions about proposed regional federal capital projects and aid the Commission in initiating the early coordination of federal projects with state and local governments.

NCPC’s recommendations are based on the extent to which proposed projects conform to planning and development policies in the region as described in plans and programs adopted by the Commission, regional planning bodies, and local and state governments (including the *Comprehensive Plan for the National Capital: Federal Elements* and federal agency systems plans and master plans). The first year of this FCIP represents funding requests contained in the President’s fiscal year (FY) 2007 budget transmitted to Congress in early 2006. Projects scheduled in the second to sixth years involve extended funding, or are new projects that will be scheduled year-by-year until they are ready for funding consideration.

**The National Capital Planning Commission’s recommendations and comments within the FCIP do not represent approval or denial of proposed projects. Inclusion of projects within the FCIP shall not be construed or represented to constitute Commission review of development or project plans pursuant to Section 5 of the National Capital Planning Act or any other applicable statute.**

# Program Summary

## SUMMARY

The FCIP for FYs 2007-2012 contains 237 proposed projects. Of this total, 199 have been submitted by other agencies and are recommended for funding, and the remaining 38 have been submitted by NCPC and are recommended for future programming.

The estimated total cost of the 199 projects *recommended for funding* for FYs 2007-2012 is \$7,717,183,000. Of these submitted projects, NCPC *strongly endorses* funding for 34. These projects are considered critical to advancing and implementing significant NCPC and local planning policies and initiatives as well as other important federal interests. NCPC further *recommends* funding for 147 projects that are in conformance with NCPC and local plans and policies, and *recommends* 18 for program purposes only.

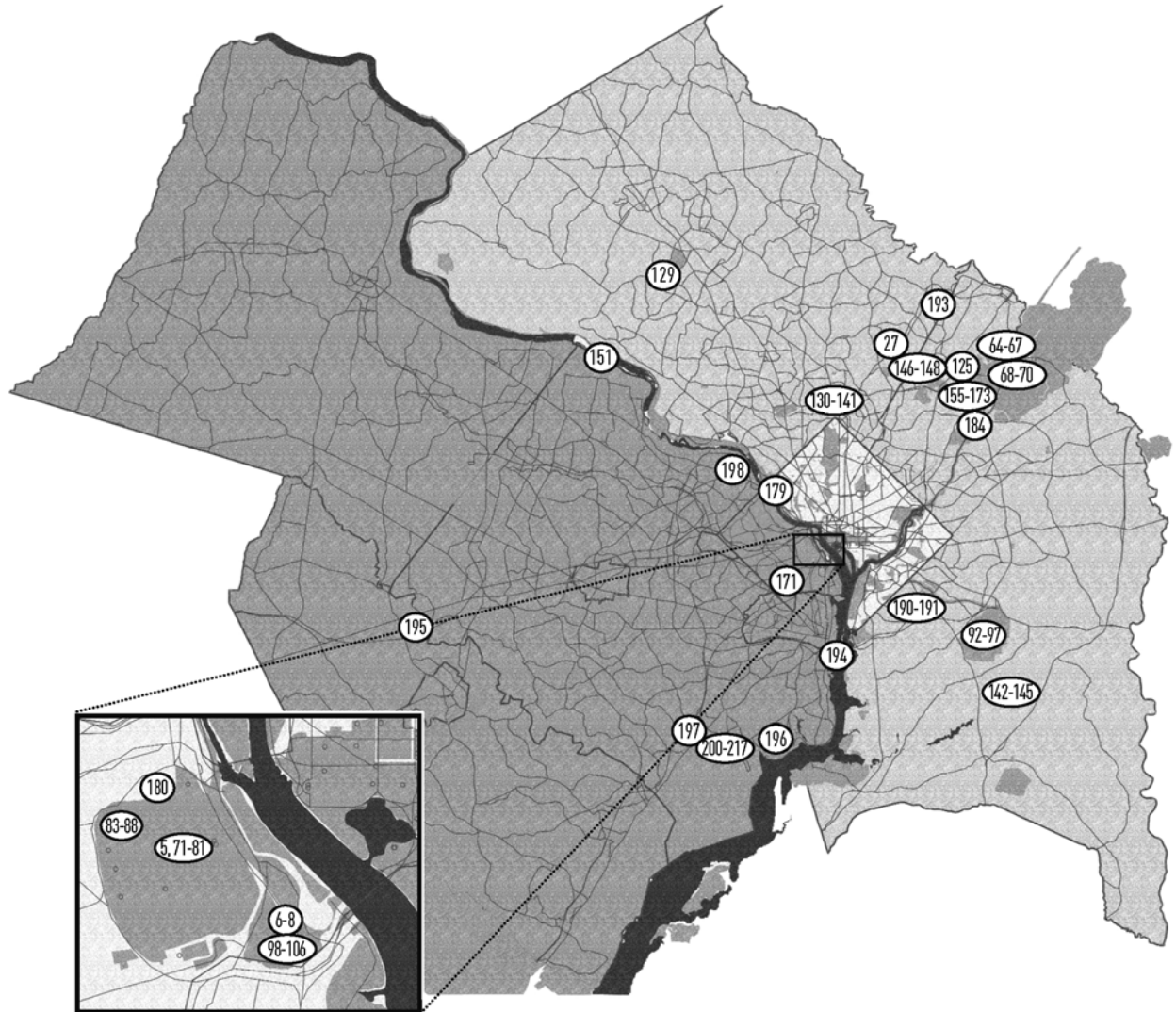
The number of projects recommended for funding, the total costs of these projects, and the allocation of the total program costs among major jurisdictions are represented in Table 1, Program Summary. This table includes projects funded through private donations.

**TABLE 1, PROGRAM SUMMARY**

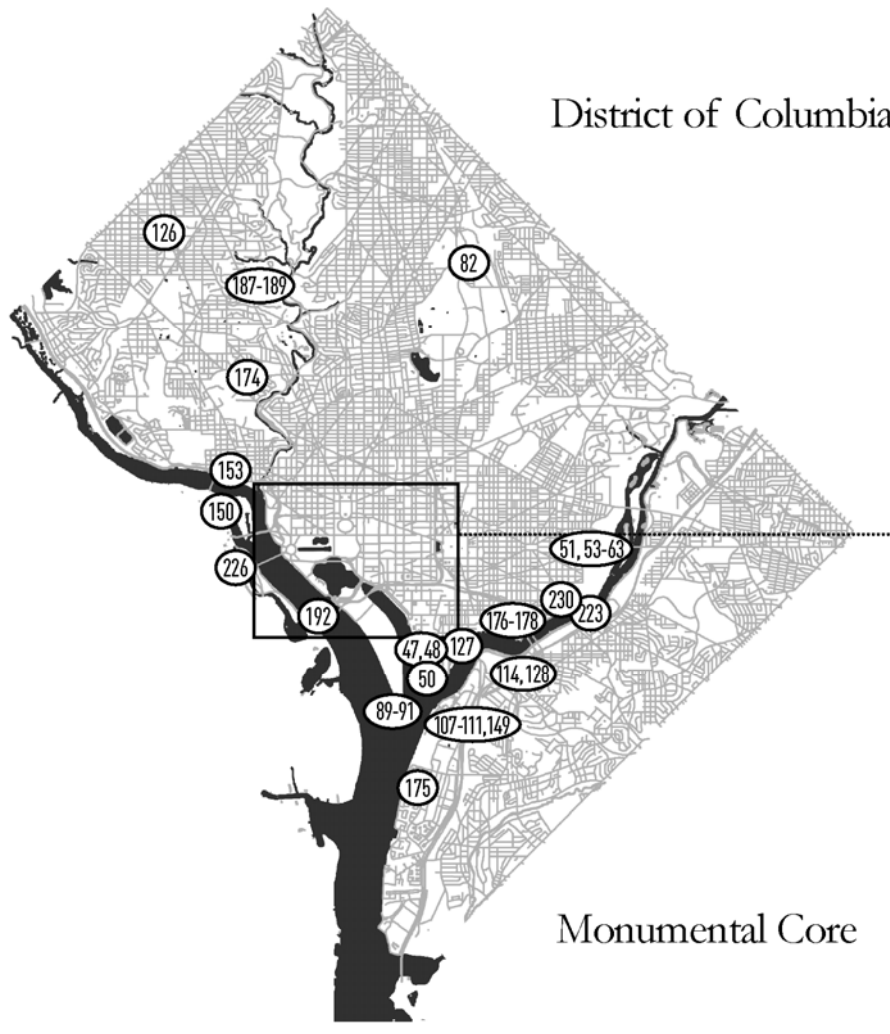
	Number of Projects	Total Cost \$(000,000)	Percent of Total Program Costs
<b>District of Columbia</b>	<b>86</b>	<b>4,107</b>	<b>53.2</b>
<b>Maryland</b>			
Montgomery County	16	1,024	13.3
Prince George's County	42	418	5.4
Subtotal	<b>58</b>	<b>1,442</b>	<b>18.7</b>
<b>Virginia</b>			
Arlington County	30	1,109	14.4
Fairfax County	21	405	5.3
Prince William County	1	140	1.8
Subtotal	<b>53</b>	<b>1,654</b>	<b>21.4</b>
<b>National Capital Region</b>	<b>3</b>	<b>514</b>	<b>6.7</b>
<b>(Woodrow Wilson Bridge Replacement)</b>			
<b>Total Region</b>	<b>199</b>	<b>7,717</b>	<b>100.00</b>

Of the 38 projects that have been submitted by NCPC and **recommended for future programming**, NCPC **strongly endorses** 17 that are critical to advancing and implementing significant Commission and local planning policies and initiatives, as well as other important federal interests. NCPC further recommends that the appropriate agencies program the remaining 21 projects into their budgets as soon as fiscal and budgetary conditions permit.

## PROJECT RECOMMENDATION SUMMARY







# ***Recommended and Strongly Endorsed***

(PROJECTS SUBMITTED BY AGENCIES)

## **DEPARTMENT OF AGRICULTURE**

### **National Arboretum**

1. Hickey Run Storm Water Abatement Project (p. 65)

### **USDA Headquarters**

2. Agriculture South Building Modernization (p. 66)
3. Perimeter Security (p. 67)

## **DEPARTMENT OF THE ARMY**

### **U.S. Army Corps of Engineers**

4. Washington, D.C. and Vicinity Flood Control Project (p. 69)

### **Arlington National Cemetery**

5. Total Cemetery Management System Development (p. 134)

## **DEPARTMENT OF DEFENSE**

### **The Pentagon**

6. Air Force Memorial Site Preparation (p. 138)
7. Pentagon Renovation (p. 138)
8. Pentagon Memorial (p. 138)

## **GENERAL SERVICES ADMINISTRATION**

9. Internal Revenue Service Building Modernization (p. 70)
10. Eisenhower Executive Office Building Modernization (p. 70)
11. General Services Administration, National Office Building Modernization (p.71)
12. Federal Office Building 8 Modernization (p. 71)
13. Federal Office Building 10A Modernization (p. 71)
14. General Services Administration, Regional Office Building Modernization (p. 71)
15. Department of State, Harry S Truman Building Modernization (p. 72)
16. Department of Commerce, Herbert C. Hoover Building Modernization (p. 72)
17. Mary E. Switzer Building Modernization (p. 72)
18. Department of the Interior Building Modernization (p. 73)
19. Lafayette Building Modernization (p. 73)
20. Wilbur J. Cohen Building Modernization (p. 73 )
21. Department of Health and Human Services, Hubert H. Humphrey Building Modernization (p. 74)
22. New Executive Office Building Systems Replacement (p. 74)
23. Department of Labor, Frances Perkins Building Modernization (p. 74)
24. Federal Trade Commission Building Modernization (p. 74)
25. E. Barrett Prettyman U.S. Courthouse Modernization (p. 74)
26. J. Edgar Hoover Building Modernization (p. 74)

### **White Oak**

27. Food and Drug Administration (p. 105)



**DEPARTMENT OF THE INTERIOR****National Park Service**

- 28. Structural and Utility Rehabilitation for the Executive Residence (p. 79)

**SMITHSONIAN INSTITUTION**

- 29. Construct/Install Anti-Terrorism Protection (not mapped) (p. 82)
- 30. Restore Renwick Gallery (p. 86)
- 31. Patent Office Building Courtyard Landscaping, South Stair Reconstruction, and Perimeter Landscaping (p. 88)

**DEPARTMENT OF STATE**

- 32. Security Upgrades for Harry S Truman Building (p. 90)
- 33. Blast-Resistant Windows (p. 90)

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration**

- 34. National Mall Road Improvements (p. 91)
- 35. Streetscape Improvements at Juarez Circle – Kennedy Center (p. 92)

## *Recommended and Strongly Endorsed*

(PROJECTS SUBMITTED BY THE COMMISSION)

**ALL DEPARTMENTS**

- 36. Federal Triangle and Pennsylvania Avenue (3rd to 15th Streets, NW) Perimeter Security and Streetscape Improvements (p. 93)
- 37. Constitution Avenue (3rd to 15th Streets and 17th to 23rd Streets, NW) Perimeter Security and Streetscape Improvements (p. 94)
- 38. Independence Avenue (3rd to 14th Streets, SW) Perimeter Security and Streetscape Improvements (p. 94)
- 39. 10th Street, SW Perimeter Security and Streetscape Improvements (p. 94)
- 40. Maryland Avenue, SW Perimeter Security and Streetscape Improvements (p. 95)
- 41. West End Perimeter Security and Streetscape Improvements (p. 95)
- 42. Southwest Federal Center Perimeter Security and Streetscape Improvements (p. 95)
- 43. Downtown Perimeter Security and Streetscape Improvements (p. 95)
- 44. Federal Bureau of Investigation Perimeter Security and Streetscape Improvements (p. 96)
- 45. Mobility and Parking Impact Studies (not mapped) (p. 96)
- 46. Downtown Circulator (not mapped) (p. 96)
- 47. South Capitol Street Reconstruction (p. 96)
- 48. South Capitol Street Waterfront Park (p. 97)
- 49. New Frederick Douglass Memorial Bridge (p. 97)
- 50. Railroad Relocation Feasibility Study (not mapped) (p. 98)
- 51. RFK Stadium Site Redevelopment Study (p. 98)
- 52. Kennedy Center Plaza Project (p. 92)

## ***Recommended***

(PROJECTS SUBMITTED BY AGENCIES)

### **DEPARTMENT OF AGRICULTURE**

#### **U.S. National Arboretum**

- 53. Bladensburg Road Entrance (p. 64)
- 54. Chinese Garden (p. 64)
- 55. Fern Valley Native Plant Garden (p. 64)
- 56. Asian Valley Paths Renovation and Restroom Replacement (p. 64)
- 57. Azalea Paths Renovation (p. 65)
- 58. Events Pavilion (p. 65)
- 59. Ellipse Area Development (p. 65)
- 60. Greenhouse Complex Renovation (p. 65)
- 61. Lab/Office Facility (p. 65)
- 62. Administration Building Modernization (p. 66)
- 63. Education and Visitor Center (p. 66)

#### **Beltsville Agricultural Research Center**

- 64. New Beef Research Facility (p. 118)
- 65. Infrastructure 200 Area (p. 118)
- 66. New Swine Parasitology Facility (p. 118)
- 67. New Four-Dairy Heifer Facilities (p. 118)

#### **National Agricultural Library**

- 68. Replace Tower Windows (p. 119)
- 69. NAL Modernization, Repair of Brick Veneer (p. 119)
- 70. Repair to Sidewalks (p. 119)

### **DEPARTMENT OF THE ARMY**

#### **Arlington National Cemetery**

- 71. Columbarium Phase IV-B (Court 7) (p. 134)
- 72. Memorial Drive Ramp Realignment (p. 134)
- 73. Facilities Maintenance Complex Materials Storage Buildings (p. 134)
- 74. Parking Garage Repairs (p. 135)
- 75. Millennium Land Development Project (p. 135)
- 76. Virginia Route 110 Entrance and Parking Modifications (p. 135)
- 77. Facilities Maintenance Complex Vehicle Storage Building (p. 135)
- 78. U.S.S. Maine Memorial Restoration (p. 135)
- 79. Columbarium Phase V (Court 9) (p. 135)
- 80. Land Expansion – Navy Annex (p. 136)
- 81. Land Expansion – Fort Myer Parking Area (p. 136)

#### **Armed Forces Retirement Home**

- 82. Construct Long Term-Care Building (p. 68)

#### **Military District of Washington, Fort Myer, Virginia**

- 83. Barracks Complex Phase II (p. 136)
- 84. U.S. Army Band Facility (p. 136)

- 85. Expand Physical Fitness Center (p. 137)
- 86. Modernize Horse Stables (p. 137)
- 87. Public Safety Building Expansion Building 415 (p. 137)
- 88. Reconfigure Hatfield Gate (p. 138)

#### **Military District of Washington, Fort McNair, DC**

- 89. Joint Forces Headquarters, NCR (p. 68)
- 90. Modernize Inter-American Defense College (p. 69)
- 91. Modernize MP Barracks, Building 48 (p. 69)

#### **DEPARTMENT OF THE AIR FORCE**

##### **Air Force District of Washington, Andrews Air Force Base**

- 92. Consolidated Library/Education Center (p. 119)
- 93. Physical Fitness Center (p. 119)
- 94. Visiting Quarters (p. 120)
- 95. Strategic Planning and Development Facility (p. 120)
- 96. Co-located Club (p. 120)
- 97. Temporary Lodging Facility (p. 120)

#### **DEPARTMENT OF DEFENSE**

##### **The Pentagon**

- 98. Electrical Upgrades to Reservation (p. 140)
- 99. Hazardous Response Facility (p. 140)
- 100. Permanent Heliport, Control Tower, Fire Station, and One-level Parking Structure (p. 141)
- 101. Pentagon Motor Pool (p. 141)
- 102. Secure Perimeter/Pedestrian Plaza (p. 142)
- 103. South Parking Road Network (p. 142)
- 104. Federal Office Building 2--Columbia Pike Realignment (p. 142)
- 105. Route 27 HOV Access (p. 143)
- 106. North Parking Garage (p. 143)

##### **Air Force District of Washington, Bolling Air Force Base**

- 107. Physical Fitness Center (p. 67)
- 108. Civil Engineering Maintenance and Readiness Facility (p. 67)
- 109. Force Protection South Gate (p. 68)
- 110. Communication Frame Facility (p. 68)
- 111. Addition/Alteration to Child Development Center (p. 68)

#### **GENERAL SERVICES ADMINISTRATION**

- 112. Forrestal Building Modernization (p. 75)
- 113. Remote Delivery Service Center (p. 75)
- 114. Saint Elizabeths Hospital Modernization (p. 75)
- 115. Department of Housing and Urban Development, Robert C. Weaver Building (p. 75)
- 116. Fire and Life Safety Systems, Postal Square (p. 76)
- 117. Fire and Life Safety Systems, Frances Perkins Building (p. 76)
- 118. Fire and Life Safety Systems, J. Edgar Hoover Building (p. 76)
- 119. Fire and Life Safety Systems, Department of Housing and Urban Development (p. 76)
- 120. Fire and Life Safety Systems, Federal Office Building 10A (p. 76)
- 121. Fire and Life Safety Systems, Internal Revenue Service Building (p. 76)

- 122. National Courts Window Replacement (p. 77)
- 123. HOTD Steam Distribution Complex (p. 77)
- 124. Theodore Roosevelt Building Reheat Coils (p. 77)
- 125. Southern Maryland Courthouse Annex (p. 121)
- 126. Nebraska Avenue Complex (NAC) (p. 77)
- 127. Southeast Federal Center Remediation (p. 75)
- 128. U.S. Coast Guard Headquarters (Saint Elizabeths) (p. 77)
- 129. Consumer Product Safety Commission (p. 106)

## **DEPARTMENT OF HEALTH AND HUMAN SERVICES**

### **National Institutes of Health**

- 130. Animal Research Center/Central Vivarium (p. 106)
- 131. John Edward Porter Neuroscience Research Center, Phase II (p. 107)
- 132. Northwest Child Care Facility (p. 107)
- 133. Demolish Buildings 14/28/32 (p. 107)
- 134. South Quad Parking Facility (p. 108)
- 135. South Quad Utility Expansion(Chiller/Boiler #7) (p. 108)
- 136. Building 37 Basement Renovation (p. 108)
- 137. Building 3 Renovation (p. 108)
- 138. Laboratory N, Center for the Biology of Disease, South Quad (p. 109)
- 139. Laboratory P, Center for the Biology of Disease, South Quad (p. 109)
- 140. Buildings 29A and 29B Renovation and Demolition of Building 29 (p. 109)
- 141. Building 10 Clinical Research Core Renovations (p. 109)

## **DEPARTMENT OF HOMELAND SECURITY**

### **Federal Law Enforcement Training Center**

- 142. Building 1 Administration Building (p. 121)
- 143. Building 1A Classroom and Simulator (p. 121)
- 144. Building 12 U.S. Capitol Police (p. 122)
- 145. Building 17 Remote Mail Delivery (p. 122)

### **James J. Rowley Training Center**

- 146. Loop Road Addition and Realignment (p. 122)
- 147. Utilities and Infrastructure Upgrade (p. 123)
- 148. Perimeter Security Upgrade (p. 123)

### **U.S. Coast Guard**

- 149. Construct New Station Building at Bolling Air Force Base (p. 78)

## **DEPARTMENT OF THE INTERIOR**

### **National Park Service**

- 150. Theodore Roosevelt Memorial Site Rehabilitation (p. 79)
- 151. Restore Seneca Village Historic Scene (Riley's Lock), C&O Canal (p. 110)
- 152. Provide Accessibility and Improve Ford's Theatre National Historic Site (p. 79)
- 153. Georgetown Waterfront Park Design and Construction (p. 79)
- 154. National Mall Master Plan Update (p. 80)

## **NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

### **Goddard Space Flight Center**

- 155. Exploration Sciences Building (p. 123)
- 156. Site Utilities Upgrade – Steam Distribution (p. 123)
- 157. Master Plan Utilities (p. 124)
- 158. Repair/Replace Roofs, Various Buildings (p. 124)
- 159. Repair Emergency Chiller (p. 124)
- 160. Facilities Master Plan Road Upgrade (p. 124)
- 161. Restore Building 23 (p. 124)
- 162. Repair Cooling Tower Cells 7-9, Building 24 (p. 125)
- 163. Main Substation Transformer Replacement (p. 125)
- 164. Rehabilitate HVAC Systems and Controls, Various Buildings (p. 125)
- 165. Repair Central Power Plant Equipment (p. 125)
- 166. Modify Various Buildings for Accessibility (p. 125)
- 167. Rehabilitate Building 5 (p. 125)
- 168. Restore Chilled Water Distribution System (p. 125)
- 169. Repair Domestic Water/Sewer (p. 126)
- 170. Replace Low Voltage Electrical Systems, Various Buildings (p. 126)
- 171. Upgrade Fire Alarm Systems, Various Buildings (p. 126)
- 172. Building 6 Ground Floor Restoration (p. 126)
- 173. Rehabilitate Building 88 Utilities (p. 126)

## **DEPARTMENT OF THE NAVY**

### **Naval Observatory**

- 174. Atomic Clock Vault (p. 81)

### **Naval Research Laboratory**

- 175. Autonomous Systems Laboratory (p. 82)

### **Washington Navy Yard**

- 176. Renovate Building W-200 (p. 82)
- 177. Renovate Building W-111 (p. 82)
- 178. Build New NSM Warehouse (p. 82)

### **Naval Surface Warfare Division Carderock**

- 179. Engineering Management and Logistics Facility (p. 116)

### **Arlington Service Center**

- 180. Renovate Building 12 (p. 143)

## **SMITHSONIAN INSTITUTION**

- 181. National Museum of Natural History Revitalization (p. 84)
- 182. National Museum of American History, Kenneth E. Behring Center Public Space Revitalization (p. 85)
- 183. Restore and Waterproof Hirshhorn Plaza and Foundation Walls (p. 87)
- 184. Freer Gallery Exterior Restoration (p. 87)
- 185. National Museum of African American History and Culture (p. 87)
- 186. Quadrangle/Roof Mechanical Systems (p. 88)

### **National Zoological Park**

- 187. Africa Exhibit Construction (p. 88)
- 188. Asia Trail Construction (p. 89)
- 189. Valley Revitalization (p. 89)
- 190.

**Museum Support Center, Suitland**

- 191. Museum Support Center Pod 3 (p. 127)
- 192. Museum Support Center Pod 5 (p. 127)

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration**

- 193. 14<sup>th</sup> Street Bridge/George Washington Parkway Improvements (p. 159)
- 194. I-95/495 Baltimore-Washington Parkway Bridge Improvements (p. 159)
- 195. Woodrow Wilson Bridge Replacement (p. 159)
- 196. Manassas Battlefield Park Bypass (p. 155)
- 197. Mount Vernon Circle Parking (p. 152)
- 198. Fort Belvoir Connector Road (p. 152)
- 199. Rehabilitate Virginia Route 123/CIA Interchange (p. 152)

**UNITED STATES INSTITUTE OF PEACE**

- 200. Headquarters and Public Education Center (p. 92)

## *Recommended For Program Purposes Only*

(PROJECTS SUBMITTED BY AGENCIES)

**DEPARTMENT OF THE ARMY****Military District of Washington, Fort Belvoir**

- 201. Addition to Building 358, Joint Personnel Recovery Agency (p. 147)
- 202. Renovate Graves Fitness Center
- 203. Materials Receiving and Handling Facility (p. 147)
- 204. Museum Support Center (p. 148)
- 205. Family Travel Camp (p. 148)
- 206. Religious Education Center (p. 148)
- 207. Information Dominance Center (p. 148)
- 208. Access Road Control Point (p. 149)
- 209. Network Enterprise Communications Facility (p. 149)
- 210. 911/Emergency Operations Center (p. 149)
- 211. South Post Fire Station (p. 149)
- 212. Vehicle Maintenance Shop Upgrades (p. 150)
- 213. Battalion Headquarters (p. 150)
- 214. Soldier Support Center (p. 150)
- 215. Structured Parking, 200 Area (p. 151)
- 216. Replace Dining Facility (p. 151)
- 217. Installation Industrial Support Facility (p. 151)
- 218. South Post Physical Fitness Center (p. 151)

## *Recommended for Future Programming*

(PROJECTS SUBMITTED BY THE COMMISSION)

### **DEPARTMENT OF AGRICULTURE**

219. Conversion of the Department of Agriculture Building on the National Mall to a Public Use (p. 67)

### **GENERAL SERVICES ADMINISTRATION**

220. Federal Triangle Lighting (p. 78)  
221. Lafayette Building Exterior Refinishing (p. 78)

### **DEPARTMENT OF THE INTERIOR**

#### **National Park Service**

222. West Potomac Park (p. 80)  
223. Fort Circle Parks System (not mapped) (p. 80)  
224. Improve Pedestrian Linkages Between National Mall Attractions and the Anacostia and Potomac River Waterfronts (p. 81)  
225. Boundary Markers of the Nation's Capital (not mapped) (p. 160)

### **DEPARTMENT OF STATE**

226. Develop a New Foreign Missions Center (not mapped) (p. 91)

### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Highway Administration**

227. Roosevelt Bridge Rehabilitation (p. 92)

#### **Federal Railroad Administration**

228. High Speed Rail to Baltimore-Washington International Airport (not mapped) (p. 160)

#### **Federal Transit Administration**

229. Dulles Corridor Rapid Transit Project (not mapped) (p. 161)  
230. Light Rail Projects in the District of Columbia, Virginia, and Maryland (not mapped) (p. 161)

### **DEPARTMENTS OF THE INTERIOR, AIR FORCE, NAVY, AND ARMY**

231. Waterfront Parks Development (p. 93)

### **ALL AGENCIES**

232. Plan and Design to Deck-over and Remove Portions of the Southwest/Southeast Freeway (p. 99)  
233. Tour Bus Parking Facility (not mapped) (p. 99)  
234. Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail (not mapped) (p. 161)  
235. Regional Visitor's Center and Information Kiosks (not mapped) (p. 162)  
236. Future Site Acquisitions for Memorial and Museum Uses (not mapped) (p. 162)  
237. Water Taxi System (not mapped) (p. 162)  
238. Regional Park System (not mapped) (p. 163)  
239. Regional "Blue Trail" System (not mapped) (p. 163)



## ***Recommended for Deferral***

(PROJECTS SUBMITTED BY AGENCIES)

There are no projects submitted that are *recommended for deferral* for the FYs 2007-2012 program.

## ***Not Recommended***

(PROJECTS SUBMITTED BY AGENCIES)

There are no projects submitted that are *not recommended* for the FYs 2007-2012 program.

# Program Process

## FCIP FUNCTION AND PROCESS

### *Capital Improvement Definition*

For purposes of the FCIP, a capital improvement is defined as a non-recurring expenditure or any expenditure for physical improvements. Costs may derive from acquiring existing buildings, land, or interests in land; constructing new buildings or other structures; making additions and major alterations; constructing streets, highways, or utility lines; acquiring fixed equipment; and landscaping.

Expenditures for federal capital improvements include:

- Funds appropriated by Congress.
- Non-appropriated federal funds generated from sources such as retail sales at United States postal facilities, military stores, and officers' clubs.
- Funds provided by the private sector for construction on federal property or for construction on private land, provided the new structure is for occupancy and eventual ownership by the federal government.

### *Role and Function of the FCIP*

The FCIP is a planning and budgeting tool. NCPC reviews proposed federal capital projects within the NCR for their conformity with adopted federal plans and policies and makes recommendations based on this review. The Commission transmits these recommendations to OMB, which, in turn, uses the information in developing the President's annual budget.

The Commission's recommendations signify an assessment of the project's contribution to implementing planning policies and initiatives or supporting key federal interests.

Another function of the FCIP is to coordinate proposed federal agency capital projects with agencies' long-range systems plans and NCPC-approved master plans and site and building plans for federal installations or single facilities. The FCIP functions as a vital first step in the implementation of these plans by serving as an early notification and coordinating tool for interested and affected local, regional, and state agencies.

State and local governments also submit their capital improvements programs to NCPC for review. This allows the Commission to determine, at an early stage, whether state and local projects negatively affect federal interests. This process ensures that related projects are coordinated, possibly avoiding delays at the time of formal review. This results in cost savings to local and state governments and overall improvements in the regional economy.

### *FCIP Preparation Process*

Preparing the FCIP requires federal departments and agencies to submit their annual capital budget requests and their planned capital programs for the next five years to the NCPC. Year one of the FCIP represents funding requests contained in the President's FY 2007 budget (the capital budget). The second to sixth years represent yearly funding requests for specific projects, or funding requests for new projects scheduled year-by-year (the capital program).

NCPC requests capital budget and program information from federal agencies during the summer. After receiving this information, the Commission reviews the capital budget requests (the first year of the FCIP), and transmits its recommendations to OMB in the fall. In late spring, the Commission prepares its recommendations for capital projects for the following five years and circulates a proposed FCIP for review and comment by federal agencies, state and local governments, and interested organizations and citizens. Following the review period, the Commission adopts the FCIP in late summer.

## OFFICE OF MANAGEMENT AND BUDGET REVIEW

Following the passage of the Government Performance and Results Act of 1993, OMB emphasizes linking federal agency program resources with performance, and comparing proposed projects with federal agencies' strategic plans. OMB has identified the FCIP as an important management reform initiative and uses NCPC's recommendations in analyzing federal capital budget submissions.

## LEGAL AUTHORITY

Preparation of the FCIP is pursuant to Section 7 of the National Capital Planning Act (40 U.S.C. 8723(a)), which requires that NCPC annually review and recommend a six-year program of federal public works projects for the NCR. In addition, Section 33.1(d) of OMB Circular No. A-11 *Preparation, Submission, and Execution of the Budget* (June 2006) states that agencies "must consult with the National Capital Planning Commission in advance regarding proposed developments and projects or commitments for the acquisition of land in the National Capital area."

**The National Capital Planning Commission's recommendations and comments within the FCIP shall not be construed or represented to constitute Commission review and approval of development or project plans pursuant to Section 5 of the National Capital Planning Act, or any other applicable statute.**

# Project Evaluation

## Site and Building Plans

One of NCPC's principal responsibilities is to coordinate development activities of federal and District of Columbia agencies in the region. Federal agencies submit to NCPC their specific development proposals for site acquisitions, building construction or renovation, site development, street and road extensions and improvements, modifications to parking, and all forms of commemorative works as required under Section 5 of the National Capital Planning Act and other statutes. NCPC reviews these projects for conformity with applicable provisions of the *Comprehensive Plan for the National Capital: Federal Elements* and approved Installation Master Plans (see below).

This project review process is separate from the FCIP. Many of the projects within the FCIP have been submitted for NCPC approval by their sponsoring agencies. If the Commission has reviewed a project, it is noted within the "Comment" section following the project's description. When evaluating a project within the FCIP, NCPC considers the extent to which a project responds to comments that the Commission offered during project review. For projects that have not been submitted to NCPC for review, the Commission's recommendations and comments within the FCIP do not represent approval or denial. Inclusion of projects within the FCIP does not constitute Commission review as required under Section 5 of the National Capital Planning Act, or any other applicable statute.

## Installation Master Plans

NCPC requires all installations with two or more major structures or land-use activities to have updated master plans. The Commission uses these plans in its review of construction plans for individual federal projects and reviews these long-range installation plans for consistency with broad Commission and other development policies. This review includes an evaluation of whether the quality, character, and extent of facilities proposed within an installation's master plan could accommodate the installation's assigned mission, as well as other plans and programs of the agency. Many projects within the FCIP are located on installations that require a master plan. Their conformity with applicable master plans influences the Commission's recommendations within the FCIP.

## Commission-Released Plans and Programs

The federal establishment has a large impact on the appearance, operation, and economy of the NCR. As the NCR and the federal establishment evolve and change, new issues have emerged, such as security, declining federal employment, increasing federal procurement spending, and the location of monuments and memorials. The Commission developed a number of plans and programs to address these issues, including:

1. *Extending the Legacy: Planning America's Capital for the 21st Century (Legacy Plan)*
2. *Comprehensive Plan for the National Capital: Federal Elements*
3. *Memorials and Museums Master Plan*
4. *The National Capital Urban Design and Security Plan*

This chapter includes a description of these plans and programs, followed by definitions of the six recommendation categories used in evaluating the projects within the FCIP.

## **PLANS AND PROGRAMS**

### ***1. Extending the Legacy: Planning America's Capital for the 21st Century***

The Legacy Plan, released in 1997, is a vision plan for the long-term growth of the monumental core of Washington. The Legacy Plan redefines the monumental core to include adjacent portions of North, South, and East Capitol Streets, and reclaims and reconnects the city's waterfront, from Georgetown on the Potomac River to the National Arboretum on the Anacostia. It proposes ridding the city of visual and physical barriers, including removing portions of the Southeast/Southwest Freeway, relocating railroad tracks and bridges, and redesigning other high-capacity transportation facilities that have divided Washington's neighborhoods for decades and restricted access to the waterfront. The Legacy Plan also addresses the District's urgent need for jobs and increased mobility by creating opportunities in all quadrants of the city for new parks, offices and other development, and transit centers.

There are five themes in the Legacy Plan:

- Build on the historic L'Enfant and McMillan Plans, which are the foundation of modern Washington.
- Unify the city and the monumental core, with the Capitol at the center.
- Use new memorials, museums, and other public buildings to stimulate economic development.
- Integrate the Potomac and Anacostia Rivers into the city's public life and protect the National Mall and the adjacent historic landscape from undesirable intrusions.
- Develop a comprehensive, flexible, and convenient transportation system that eliminates barriers and improves movement within the city.

The Commission encourages all federal agencies to adhere to the concepts contained in the Legacy Plan as they prepare proposals for development within the monumental core and the region. In reviewing projects for the FCIP, the Commission recommends and strongly endorses significant proposed projects that help implement the Legacy Plan and other planning initiatives currently underway.

#### **KEY INITIATIVES OF THE LEGACY PLAN**

The Commission is currently involved in a number of planning initiatives in the District of Columbia that relate to the Legacy Plan themes. These initiatives include the development of a plaza at the Kennedy Center, the Circulator transit system, the Anacostia Waterfront Initiative, the redevelopment of South Capitol Street, a study of the feasibility of relocating of rail lines in Southwest and Southeast, the RFK Stadium Site Redevelopment Study, and the National Capital Framework Plan.

##### **The Kennedy Center Plaza**

The Legacy Plan promotes improved access and new development opportunities at the Kennedy Center. The plan calls for an exciting civic plaza to bridge the tangle of freeways currently separating the center from the rest of the city; a new connection on the Potomac River side, that would link the center to a rejuvenated waterfront; and new development along the plaza to the north and south. Since the release of the Legacy Plan, plans for the Kennedy Center have evolved to include improved pedestrian, vehicular, and bicycle access, with new connections to E Street, NW, 25th Street, NW, and other points north and south of the Center. In June 2004, the Commission approved the concept design submitted by the Federal Highway Administration for the new plaza and related improvements, making extensive recommendations for the project as it moves forward. The project is currently waiting for additional funding.

##### **Circulator**

The Legacy Plan considers the federal government's vital interest in ensuring that the region has an effective transportation system to meet the needs of federal and non-federal workers, residents, and visitors. The daily downtown population is approximately 225,000, and it is estimated that approximately 21 million tourists visit the region's core annually. In cooperation with the Commission, the District's Department of

Transportation, the Downtown DC Business Improvement District, and the Washington Metropolitan Area Transit Authority developed the Circulator to help meet the city's transportation needs.

The Circulator is a convenient bus service that supplements the existing Metrorail and Metrobus system and serves the monumental core and adjacent urban area. Transportation access and linkages between the District's downtown, the National Mall, Smithsonian museums, the U.S. Capitol, Georgetown, the Southwest Waterfront, and Union Station are critical to the long-term growth and vitality of the District's economy. Circulator routes are located within a quarter of a mile of 90 percent of the federal employees who work downtown; the system provides an efficient means for federal employees to move among federal buildings and downtown services.

The Circulator began running on July 10, 2005. The initial two routes were a north-south service that runs from the Washington Convention Center to the Southwest Waterfront and an east-west service that runs from Union Station to Georgetown along Massachusetts Avenue and K Street. A third east-west route was added to the system in March 2006 to provide service along the National Mall between 4th Street and 17th Street. Additional phases are under study.

### **The Anacostia Waterfront Initiative**

The Legacy Plan aspires to recapture Washington's waterfronts by creating a continuous band of open space from Georgetown to the National Arboretum and providing new and highly desirable development opportunities in areas adjacent to this space. Following the vision in the Legacy Plan, the Anacostia Waterfront Initiative (AWI) is a multi-agency effort to develop and implement a comprehensive plan for an energized waterfront. The AWI unifies diverse areas along the waterfront into a cohesive and attractive mixture of commercial, residential, recreational, and open space uses. The AWI balances waterfront development and conservation; enhances park areas; and provides greater access to the waterfront from neighborhoods on both sides of the Anacostia River. A majority of the District's riverfront is publicly owned by the Department of Defense (DoD), the National Park Service (NPS), and the District of Columbia. The federal government has a key interest and role in the planning, design, and decision-making processes of the AWI and its related development projects.

The Anacostia Waterfront Corporation was formed in 2005 by the District of Columbia as the development authority to oversee AWI projects in the District. Principal among these projects is a Major League baseball stadium for the Washington Nationals, to be located in the vicinity of M Street and South Capitol Street. The stadium is set for completion in spring 2008.

Additional District of Columbia projects supporting AWI concepts moved forward in 2006. The Commission reviewed and approved the conceptual design for the Anacostia Riverwalk trail. Construction will begin in 2006 for a section of trail between Benning Road and the Navy Yard. In addition, a light-rail project for the Anacostia community south of the river is under development as an on-street transit system.

Federal projects in the vicinity of AWI are progressing as well. The Department of the Navy continues to redevelop the Navy Yard, which has approximately 10,000 employees. The General Services Administration (GSA) awarded a contract for developing the nearby Southeast Federal Center for private mixed-use development that will accommodate an additional 9,700 employees and 2,500 new residences. The Department of Transportation's headquarters building will serve as the anchor for the Southeast Federal Center, and is currently under construction.

### **South Capitol Street**

The Legacy Plan also envisioned a revitalized South Capitol Street corridor, including a new Frederick Douglass Memorial Bridge, as a lively urban gateway to the city combining public and private development. Responding to this vision in 2001, Congress directed multiple agencies to study ways to reconfigure the South Capitol Street corridor into an urban boulevard that provides a symbolic gateway to the nation's capital and revitalizes the surrounding communities. Since then, federal and District agencies have worked in cooperation on increasingly refined analyses to achieve this vision, including the District Department of Transportation's (DDOT) studies to reconstruct and relocate the Frederick Douglass Memorial Bridge.

The Commission has focused in particular on studies that identify federal interests and provide guidance in the areas of design, open space, and land use. In 2003 NCPC prepared the *South Capitol Street Urban Design Study* in conjunction with DDOT, the District Office of Planning, and the Maryland Department of

Transportation. *The South Capitol Street Corridor: An Advisory Services Panel Report* was prepared by the Urban Land Institute (ULI) in 2004 for NCPC. These studies examined urban design and redevelopment of the corridor and recommended immediate implementation of redesign and reconstruction of South Capitol Street and the Frederick Douglas Memorial Bridge. The Commission formed a task force to move the ULI recommendations forward, resulting in a set of recommendations for the corridor that were released in March 2005. NCPC's South Capitol Street Task Force proposes:

- Establishing corridor widths and design concepts to transform South Capitol Street into a grand urban boulevard.
- Creating a traffic rotary at the juncture between South Capitol Street and the Douglass Bridge, containing a five-acre "commons" suitable for public gathering and commemorative works.
- Creating a South Capitol waterfront park between the commons and the Anacostia River with major public open spaces and sites for memorials or new national museums.
- Establishing a mixed-use cultural development zone adjacent to the commons and waterfront park.

### **Railroad Relocation**

The Legacy Plan envisioned removing the obsolete rail line along Maryland and Virginia Avenues and relocating freight and passenger trains. These rail lines disrupt neighborhoods and prevent access to the waterfront, thwarting plans for urban revitalization and rail service improvements. They also pose potential security and safety concerns to adjacent federal facilities and residential neighborhoods. NCPC believes plans should be developed to remove or deck-over portions of the freeway in this area to reconnect the surface-level street system.

In July 2004, in an effort to inform federal and local officials about the rail line's security, urban design, and capacity issues, NCPC sponsored a tour of the CSX railroad tracks that bisect the city. NCPC then initiated a consultant study providing a detailed analysis of the existing conditions for the seven-mile stretch of CSX freight rail line in the District. Completed in April 2005, the study was the first step toward understanding this rail segment.

NCPC partnered with DDOT in successfully requesting a Department of Homeland Security Urban Area Security Initiative (UASI) grant to study alternative alignments for rail service south of the monumental core. The project will be coordinated with the Interagency Security Task Force and the Railroad Working Group, which includes regional stakeholders from Virginia, Maryland, and the District; federal partners such as the Federal Railroad Administration; and other entities such as Amtrak. The \$1 million study of alternatives for the rail line that transports passengers and freight was initiated March 2006. The study will provide a detailed analysis of rail transportation and infrastructure issues and options for the rail line that runs from the Potomac River to the Maryland border. Further discussion of this project is on page 81.

### **National Capital Framework Plan**

NCPC's 1997 Legacy Plan envisions a capital city with grand boulevards radiating from the U.S. Capitol hosting museums, commemorative works, and public places that tell the story of America's cultural heritage, enriching the lives of visitors, residents, and workers alike. It envisions that these places are accessible by a superior network of public transit and pedestrian systems and supported by convenient services, amenities, and an historic waterfront that provides vibrant places to congregate and quiet places to enjoy rest and solitude along healthy rivers.

In the spring of 2006, NCPC, in partnership with the U.S. Commission of Fine Arts (CFA) launched a multi-agency initiative to develop the National Capital Framework Plan (Framework Plan). The purpose of the Framework Plan is to bring NCPC's Legacy Plan closer to fruition, help preserve the open space of the National Mall, and address the 2003 amendments to the Commemorative Works Act designating the National Mall a completed work of civic art and establishing a no-build zone in the "Reserve."

The Framework Plan will address how to develop, enliven, enhance, and connect civic spaces beyond the National Mall to create destinations worthy of America's future commemorative and cultural facilities, as well as mixed-use activity areas that are accessible, vibrant, and attractive places to live, work, and visit. It will help guide decision makers to plan, design, and construct these important cultural destinations in a manner that respects the symbolic values inherent in the urban design of the nation's capital. Failure to coordinate



these planning efforts will result in a piecemeal approach to future development, higher costs, and inefficient use of land, transportation, infrastructure, and amenities.

The Framework Plan will include preliminary concept designs for areas that have initially been deemed a priority. These areas include Maryland Avenue and Banneker Overlook in the Southwest Federal Center and East Potomac Park. The Framework Plan will also include a detailed action plan that will include priorities, strategies, next steps, and cost estimates for identified opportunities in the study area. The feasibility, location and cost of specific projects must be assessed to prioritize projects and leverage capital improvements with other on-going public and private initiatives. These future projects will require innovative funding strategies, and public private partnerships to be implemented over time.

NCPC and CFA have formed a Steering Committee comprised of 14 federal and local agencies that will provide a forum for input, collaboration, and interagency coordination on complex land use, transportation, and public space issues. Additionally, extensive public outreach will also be conducted during development of the Framework Plan.

The National Capital Framework Plan complements the NPS's National Mall Comprehensive Management Plan, which will address the operational and maintenance challenges resulting from the thousands of events and millions of visitors who enjoy the iconic civic space at the heart of the nation's capital.

## ***2. Comprehensive Plan for the National Capital: Federal Elements***

National capital cities share many traits with other major cities, but they also have unique qualities and distinct planning and development needs that set them apart. One of the Commission's primary tools in planning for federal activities is the *Comprehensive Plan for the National Capital: Federal Elements*. The Comprehensive Plan is a blueprint for the long-term federal development of the nation's capital that guides the Commission's decision making on plans and proposals submitted for its review, including those projects submitted for the FCIP.

Within the Comprehensive Plan, NCPC recognizes the national capital as more than a concentration of federal employees and facilities but also as the symbolic heart of America. The capital city represents national power, promotes the country's shared history and traditions, and, through its architecture and physical design, embodies national ideals. In the Comprehensive Plan, NCPC strikes a balance between preserving the city's rich heritage and shaping a vision for its future.

The Comprehensive Plan's guiding principles provide context, and the policies provide the plan's direction. Collectively, the policies represent a vision that the Commission and the federal government intend to promote in the region for years to come. The Comprehensive Plan identifies and addresses:

- The current and future needs of federal employees and visitors to the nation's capital.
- The need to efficiently locate new federal facilities and maintain existing ones where appropriate.
- The placement and accommodation of foreign missions and international agencies.
- The preservation and enhancement of the region's natural resources and environment.
- The protection of historic resources and urban design features that contribute to the image and functioning of the nation's capital.
- The need to maintain and improve access into, out of, and around the nation's capital.

### **Accommodate Federal and National Capital Activities**

A key theme in the Comprehensive Plan is the appearance and image of our nation's capital. The city's physical design conveys the values and qualities to which we aspire as a nation. The federal elements ensure that federal activities within the region reflect the highest standards of architecture, urban design, and planning.

A second important theme is the operational efficiency of the federal government. The Comprehensive Plan envisions a National Capital Region (NCR) that is an economic, political, and cultural center. Regardless of their location, federal facilities should promote the highest quality design while providing an environment in which employees can perform their jobs safely and efficiently.

A third critical theme is transportation mobility and accessibility. To facilitate the movement of federal employees to and from the workplace, federal agencies in the region offer a variety of creative commuting programs. However, considering the NCR's status as one of the most congested areas in the country, federal agencies must continue to find innovative strategies for addressing the transportation challenges facing the region.

Finally, the plan addresses the stewardship of the region's natural and cultural resources. For more than two centuries, the federal government has actively acquired, developed, and maintained parks and open space while protecting and enhancing natural resources in the region. It is imperative that regional authorities develop a unified approach to ensure that these resources are preserved so that they may be enjoyed by all in the future.

As directed by law, NCPC prepares the *Comprehensive Plan for the National Capital: Federal Elements* and the District of Columbia prepares the local elements (currently under revision, the local elements are expected to be adopted in late 2006). On August 5, 2004, NCPC adopted a complete revision of the *Comprehensive Plan for the National Capital: Federal Elements*. Within this revision are seven federal elements:

- Federal Workplace
- Foreign Missions and International Organizations
- Transportation
- Parks and Open Space
- Federal Environment
- Preservation and Historic Features
- Visitors

These elements—along with the District's local elements, federal and District agencies' systems plans, individual installation master plans and subarea plans, development controls, and design guidelines—provide a road map for NCPC's land-use planning and for development decision making in the region.

### **Reinforce “Smart Growth” and Sustainable Development Planning Principles**

The Comprehensive Plan recognizes the value of smart growth and sustainable development principles. The plan supports strategies that orient development to public transit; protect environmental and natural resources; organize new development in compact land-use patterns; promote opportunities for infill development to take advantage of existing public infrastructure; and adapt and reuse existing historic and underutilized buildings to preserve the unique identities of local neighborhoods.

### **Support Local and Regional Planning Economies and Promote Public Participation**

The federal government has long been a major generator of growth and development in the NCR. Federally owned and leased facilities are located throughout the region, and federal activities significantly contribute to the economic health, welfare, and stability of the region. NCPC and federal agencies must work closely with authorities and community groups in jurisdictions where federal activities are located or proposed. The Commission strongly promotes public participation in the preparation and review of federal policies, plans, and programs in the region.

## KEY INITIATIVES OF THE COMPREHENSIVE PLAN

### CapitalSpace

NCPC, together with the District of Columbia and the National Park Service (NPS), is currently working on a new parks initiative – *CapitalSpace: A Park System for the Nation's Capital*. CapitalSpace will develop a shared vision, comprehensive asset inventory, and needs assessment and planning framework for federal and local parks and open space in the District of Columbia. CapitalSpace also will create strategies that allow each agency's individual actions to work towards shared objectives. Making the best use of the precious resources available in Washington's parks and open space calls for:

- Enhancing the quality of existing parks and open space.
- Creating better connections and access.
- Strengthening recreational, ecological and historical open space systems.
- Meeting the needs of multiple users.
- Identifying and addressing recreational needs.

The CapitalSpace initiative will address these issues by encouraging existing and new partnerships; enhancing planning and resource management of recreational systems; strategic incorporation of green spaces into the urban environment; identifying new approaches to effectively meet the needs of multiple users at the national and local level; identifying management strategies for a variety of open spaces; and establishing shared priorities to help shape future federal and local resource allocation.

### 3. *Memorials and Museums Master Plan*

*The Memorials and Museums Master Plan*, adopted in 2001, extends the Legacy Plan's vision for the monumental core. The Master Plan recommends placing memorials and museums outside of the city's monumental core, in locations that provide appropriate settings for commemorative works, support the Legacy vision, and satisfy important local economic and neighborhood objectives. By identifying 100 sites for future memorials and museums, the Master Plan ensures that future generations of Americans will have premier locations for commemorative works.

Calling the National Mall a "substantially completed work of civic art," Congress endorsed the concepts in the Master Plan by enacting a Reserve on the Mall in 2003, significantly limiting new museums or memorials on the Mall and increasing the need to identify suitable locations in other areas.

Memorials and museums have an enormous impact on Washington's economic life. These attractions are the primary destinations for more than 21 million annual visitors and support a regional tourism economy of \$4.2 billion. Sixty-one percent of Washington's visitors come to pursue historic or cultural interests. These heritage travelers stay longer and spend more money than other travelers, helping to spur growth throughout a wide cross-section of the economy.

The Commission encourages federal agencies and others responsible for new memorials, museums, and related uses to follow the Master Plan. Although many such projects are privately funded, agencies are encouraged to include these projects in their capital programs and to coordinate the projects and their installation master plans with the *Memorials and Museums Master Plan*.

Most sites identified in the Master Plan are already under federal control, and their future use can be coordinated through Commission review of federal projects and master plans. A few sites are non-federal; and some sites are suggested in conjunction with future development and infrastructure improvements, such as reconstruction of bridges and roads, that would involve a combination of federal, local, and private-sector property. Master Plan Site Eight, located in the South Capitol Street corridor, is one notable example. The future success of such sites will involve close coordination with the local government's planning process.

## KEY INITIATIVES OF THE MASTER PLAN

*The Memorials and Museums Master Plan* includes policies for advancing acquisition of key commemorative lands that are not under federal control or facilitating the reservation of key parcels of land when non-federal properties are redeveloped. The Master Plan policy calls for NPS, GSA, the District, and/or the Commission to acquire parcels located within the urban fabric of the District for national commemorative action. Only seven of the recommended Master Plan sites are potential candidates for acquisition. The plan further

suggests that the federal government identify government lands in its inventory that might be surplus or exchanged to account for potential loss of property tax and other revenue from possible federal purchases. As proposed in the Master Plan, development of commemorative features on private lands should be arranged with the consent of property owners.

#### ***4. The National Capital Urban Design and Security Plan***

Security measures at federal facilities have escalated over the past decade. Following the 1995 bombing of the Alfred P. Murrah Federal Building in Oklahoma City, and the subsequent terrorist attacks of September 11, 2001, many federal agencies in the NCR erected makeshift barriers at their facilities. As a result, unsightly and poorly functioning building entrances and public spaces proliferated at federal facilities, marring the beauty and openness of the nation's capital.

In March 2001, the Commission's Interagency Security Task Force began discussing the reopening of Pennsylvania Avenue in front of the White House. The report, *Designing for Security in the Nation's Capital*, adopted in November 2001, summarized the findings of the task force regarding both Pennsylvania Avenue and the design of security measures throughout the monumental core. The task force report led to the 2002 *National Capital Urban Design and Security Plan*.

The Commission released the *National Capital Urban Design and Security Plan* to guide federal agencies in the design of perimeter security that protects against bomb-laden vehicles approaching federal buildings. The Security Plan conceptually addresses security design for various areas in the monumental core, including the Federal Triangle, the National Mall, the Southwest Federal Center, the West End, downtown, and Pennsylvania, Constitution, and Independence Avenues. The plan suggests a framework to improve perimeter security while reestablishing a sense of openness and freedom; it promotes comprehensive streetscape projects that incorporate perimeter security for a number of federal facilities along a street, and discourages makeshift barriers and block-by-block planning. Design solutions include "hardened" street furniture and landscaped planting walls that can enhance local streetscapes while providing security. The plan calls upon federal agencies to follow the plan's guidelines for attractive, comprehensive security solutions as they develop capital projects for perimeter security. The plan helps the Commission evaluate physical perimeter security proposals on federally owned land within the District of Columbia and other public projects in the central area, and to make recommendations on federal projects in the NCR.

#### **KEY INITIATIVES OF THE NATIONAL CAPITAL URBAN DESIGN AND SECURITY PLAN**

Following an analysis of security considerations for Pennsylvania Avenue in front of the White House, the task force agreed that this portion of the street should remain closed to vehicular traffic at this time. To reverse the adverse visual effects of the closure, the task force called for replacing the haphazard barricades with a distinguished, pedestrian-oriented public space that respects the historic integrity of the street. As recommended in the Security Plan, the Commission coordinated with its federal agency partners in developing a design scheme. Completed in 2004 by the Federal Highway Administration (Eastern Federal Lands Division), the design by Michael Van Valkenburgh Associates replaced bulky makeshift barriers with specially designed bollards and guard booths that are visually pleasing and incorporated into the streetscape. New tree planting and paving materials along Pennsylvania Avenue improve the pedestrian experience and create a welcoming public space, while providing a more dignified view of the White House grounds. This important place has been transformed into a gracious and beautiful public space, worthy of the White House.

On May 5, 2005, NCPC adopted a series of urban design and security objectives and policies as an addendum to *The National Capital Urban Design and Security Plan*. These objectives and policies clarify, refine, and further articulate the Commission's position on urban design and anti-terrorism security in urban environments and address the evolving nature of physical security requirements. The addendum provides improved guidance to federal agencies in planning and designing perimeter security projects. NCPC also updated *The National Capital Urban Design and Security Plan* to report on projects that have been planned and built in accordance with the plan.

The Commission strongly endorses projects that coordinate security-related capital improvements among one or more agencies located along a street, as recommended in *The National Capital Urban Design and Security Plan*. If properly planned and coordinated, these projects can provide adequate security for federal facilities while enhancing the unique character of the NCR through appropriate urban design.

## RECOMMENDATION DEFINITIONS

The FCIP categorizes each federal capital project based on its conformity with established planning policies. The categories are: *Recommended and Strongly Endorsed*; *Recommended*; *Recommended for Program Purposes Only*; *Recommended for Future Programming*; *Recommended for Deferral*; and *Not Recommended*.

With respect to the categories, regional planning policies are defined as the overall goals contained within the *Comprehensive Plan for the National Capital: Federal Elements*; the principles embodied in the *Legacy Plan*; and specific planning policies and programs contained within federal agencies' long-range systems plans, master plans, and strategic plans. In reviewing projects, the Commission also considers locally adopted planning policies.

*Recommended initiatives and objectives* refer to specific projects identified for implementation through adopted policy and vision plans, and other long- and short-range systems plans, master plans, and strategic plans.

*Approved site and building plans* are preliminary and/or final project construction plans that have been approved by the Commission.

The definitions of the recommendation categories are explained below.

### RECOMMENDED AND STRONGLY ENDORSED

Projects "*Recommended and Strongly Endorsed*" are capital projects that are critical to strategically advancing and implementing key NCPC planning policies and initiatives or important federal interests within the region. Projects in this category include those submitted by other federal departments or agencies and those recommended by NCPC as future projects. Projects submitted by NCPC for this recommendation are typically drawn from Commission plans, including the *Legacy Plan*, the *Comprehensive Plan for the National Capital: Federal Elements*, *The National Capital Urban Design and Security Plan*, and the *Memorials and Museums Master Plan*.

Criteria for proposed projects that are "*Recommended and Strongly Endorsed*" change annually based on current critical planning objectives. For the 2007-2012 FCIP, "*Recommended and Strongly Endorsed*" is defined as follows:

**This category includes projects submitted by federal agencies or recommended by NCPC that are critical to strategically advancing and implementing specific NCPC and/or local planning policies and development initiatives; clearly defined federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans.**

**These projects are major or significant new construction projects, rehabilitation and modernization projects, or land acquisition projects that may do one or more of the following:**

- Contribute to the operational efficiency and productivity of the federal government by promoting opportunities to take advantage of existing public infrastructure and/or adapting and reusing existing historic and underutilized facilities.
- Improve the security of federal workers, federal activities, and visitors to the national capital in a manner that complements and enhances the character of an area without impeding commerce and economic vitality.
- Protect and unify the historic and symbolic infrastructure of the monumental core and the District. These projects include new, rehabilitated, and/or modernized memorials, museums, historic parks, federal agency and department headquarters, historic streets, and other infrastructure.
- Restore the quality of the Anacostia and Potomac Rivers and associated waterways and improve public access to waterfront areas.
- Advance regional public transportation and other infrastructure that promote the orientation of new development toward public transit and into compact land-use patterns and that encourage the use of non-automobile transportation alternatives, including walking and biking.

- Contribute significantly to the protection of environmental and natural resources.
- Anchor or promote community development and substantially contribute to the physical and economic improvement of surrounding areas.

## **RECOMMENDED**

“*Recommended*” projects within the FCIP are projects submitted by federal agencies—not by NCPC—that are in general conformance with NCPC and local plans and policies. These projects may not necessarily be critical to implementing strategic planning objectives but may contribute to the implementation of these objectives. Projects within this category must conform to adopted plans and policies. The definition used for projects that are “*Recommended*” throughout this FCIP is as follows:

**This category includes projects submitted with budget estimates by federal agencies that are considered to be in conformance with NCPC and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; and NCPC-approved site or building plans.**

## **RECOMMENDED FOR PROGRAM PURPOSES ONLY**

Projects “*Recommended for Program Purposes*” within the FCIP are projects submitted by federal agencies—not by NCPC—that the Commission found to be non-conforming with NCPC and local plans and policies. However, these projects do not necessarily pose any serious planning issues. While these projects may not necessarily be critical to implementing any strategic planning objectives, they may contribute to the implementation of these objectives. The Commission recommends that these projects stay in the FCIP but requires that their non-conforming aspects be addressed before the projects are presented to NCPC for site and building design review and approval. The definition used for projects that are “*Recommended for Program Purposes*” throughout this FCIP is as follows:

**This category includes projects submitted with budget estimates by federal agencies that are considered to pose no serious planning issues, but are not in conformance with NCPC and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans. While recommended for programming, the non-conforming aspects of the project are to be satisfactorily addressed prior to submission of the project for NCPC review and approval.**

## **RECOMMENDED FOR FUTURE PROGRAMMING**

NCPC recommends projects that have not yet been submitted by other agencies within the “*Recommended for Future Programming*” category. These projects are different from “*Recommended and Strongly Endorsed*” projects in that they are typically conceptual and may not have the value to strategic planning that strongly endorsed projects may have. All projects in this category are submitted by NCPC—not by any other federal agency—and must conform to adopted plans and policies. Because these projects are typically conceptual, they do not have cost estimates and are not included in any financial calculations or analyses within the FCIP. These are identified as “planning projects” in the project description.

The definition used for projects that are “*Recommended for Future Programming*” throughout this FCIP is as follows:

NCPC submits proposed plans and studies for inclusion in the FCIP that often do not constitute actual projects, for consideration by other agencies for future programming. These plans and studies differ from projects since they do not identify a specific capital project. These studies do however emphasize a planning policy or initiative that NCPC believes may develop as future capital projects, and thus may require capital expenditure in a future FCIP.

**This category includes projects that have not been submitted by federal agencies but that the Commission believes should be submitted by a particular agency for future programming to advance**

and implement NCPC and/or local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans. Projects in this category may or may not currently be recommended in NCPC plans and could be conceptual in nature. These projects may or may not have budget estimates, although the Commission recommends that estimates be prepared for these projects by the responsible federal agency.

### **RECOMMENDED FOR DEFERRAL**

A project is “*Recommended for Deferral*” within this FCIP because it conflicts with an adopted plan or policy. Typically, projects recommended in this category do not conform to established and Commission-adopted installation master plans. Projects in this category are submitted by other agencies and are typically not found critical to contributing to the implementation of strategic planning objectives. The definition used for projects that are “*Recommended for Deferral*” throughout this FCIP is as follows:

This category includes projects submitted with budget estimates by federal agencies that the Commission believes should be postponed, without prejudice, pending resolution of conflict with NCPC and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans.

### **NOT RECOMMENDED**

Projects are rarely “*Not Recommended*” within the FCIP given that they often have been vetted against existing plans and policies by the agencies prior to being considered as viable capital improvements. This year’s FCIP does not contain any projects within the “*Not Recommended*” category. Projects within this category would be submitted by other agencies and would not be critical to contributing to the implementation of strategic planning objectives. The definition used for projects that are “*Not Recommended*” is as follows:

This category includes projects submitted with budget estimates by federal agencies, but which the Commission does not recommend because of inconsistencies with NCPC and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans.



## PROJECT SUBMISSION RECOMMENDATIONS

NCPC requests that departments and agencies comply with the following recommendations, when appropriate, in submitting their capital budget requests and multi-year capital program for inclusion in the FCIP.

- Federal agencies should use the *Comprehensive Plan for the National Capital: Federal Elements* as a planning policy guide in preparing projects for submission in the capital improvements program.
- Federal agencies should assess the status of all approved master plans every five years. Master plans should be revised, as needed, to incorporate all project proposals prior to submitting them to NCPC as part of the capital improvements program.
- Federal agencies should evaluate proposed development projects for compliance with applicable federal, state, and local requirements regarding historic preservation or environmental protection, including impacts on traffic and nearby properties. Implementation may require review by federal, state, county, and city officials pursuant to historic preservation or environmental regulations, including issuance of permits, promulgated under the authority of federal law.
- NCPC urges federal agencies to identify ways to mitigate potential adverse impacts from projects that will generate additional storm water runoff or potentially affect a 100-year floodplain or wetland area. These mitigation measures should be identified during the preliminary plan review stage.
- NCPC requests that in planning for future projects, federal agencies adhere to a particular policy in the Federal Facilities Element of the Comprehensive Plan. The policy states that, in selecting new locations or relocating federal activities, agencies should consider the use of existing underdeveloped federal facilities before space is leased or additional lands are purchased. In addition, the Commission encourages the OMB and other federal agencies to conform to the Comprehensive Plan and Executive Order 12072 regarding the location of federal facilities in the District of Columbia.
- As stated in the Federal Workplace Element of the Comprehensive Plan, the federal government should achieve not less than 60 percent of the region's federal employment in the District of Columbia. This policy is used by NCPC to ensure the retention of the historic concentration of federal employment in the seat of the national government. NCPC encourages federal agencies and departments to help realize this goal by locating and maintaining Cabinet-level departments and independent agencies and commissions—including facilities housing departmental, commission, or agency heads, their assistants, and other staff—within the District of Columbia. Agencies and departments also are encouraged to consider locating and maintaining other types of federal facilities within the District of Columbia, as guided by other policies within the Comprehensive Plan.
- NCPC encourages all federal departments and agencies to adhere to the concepts contained in the *Legacy Plan* as they prepare proposals for development within the monumental core. The plan provides means to preserve and enhance Washington's monumental core, which is the general area encompassing the Capitol grounds; the National Mall, the Washington Monument grounds, the White House grounds; the Ellipse; West Potomac Park; East Potomac Park; the Southwest Federal Center, Federal Triangle, President's Park, the Northwest Rectangle, Arlington National Cemetery, the Pentagon, Fort Myer, and Henderson Hall.
- NCPC encourages all federal agencies to design security improvements that are aesthetically appropriate to their surroundings and enhance the public environment. In particular, security improvements should be designed in accordance with recommendations in NCPC's *National Capital Urban Design and Security Plan*.

# Project Background and Trends

The Background and Trends section contains data that was evaluated in the course of preparing the fiscal years 2007-2012 program. It includes an analysis of trends in the FCIP and an assessment of probable impacts in a limited number of topic areas.

## **BACKGROUND ON BASE CLOSURE AND REALIGNMENT (COMMONLY CALLED BRAC)**

On May 10, 2005, the Secretary of Defense released his proposed Base Closure and Realignment (BRAC) recommendations for defense facilities. In September 2005, the President approved the BRAC actions for restructuring a significant portion of the infrastructure of the Department of Defense (DoD). In accordance with the BRAC statute, DoD now has a two-year window to begin closing and realigning designated DoD installations and facilities. The process must be completed by September 15, 2011.

BRAC is a congressionally enabled process that allows DoD to efficiently divest of unnecessary infrastructure. Based on legally mandated selection criteria, bases are identified for closure or realignment. At installations that are selected for closure, all missions cease or are relocated to other installations. For installations subject to realignment, only some of the installation's missions cease or are relocated. As part of the BRAC actions, some installations gain missions and/or employees from closed or realigned facilities.

DoD will be receiving detailed reuse plans from the affected services and agencies for each BRAC recommendation. These plans will describe the following in detail:

- Actions required to implement the recommendations;
- When the actions will occur;
- Human resource and personnel impacts in connection with the recommendations; and
- Resources required to implement the recommendations.

The BRAC actions impact previously proposed and new capital improvement project proposals at many facilities within the National Capital Region (NCR). Although the final BRAC actions are known, the specific impacts to facilities and projects may not be known for several years. This uncertainty affects specific proposals and cost estimates in this FCIP.

Alterations in the missions and employment bases of facilities have various effects on capital programming processes. Operational modifications can affect the phasing of various projects. For example, one project may be delayed so that resources can be reallocated towards a new, higher priority project. Alternatively, projects may be cancelled altogether. In some cases, a major new mission may require capital improvements to build or improve facilities or infrastructure, such as roads and utilities. If the modifications are substantial enough, the installation may have to develop a revised master plan to address the effects of the changes before breaking ground on new projects.

Several DoD facilities in the NCR—and several facilities just outside the NCR boundaries—are included in the BRAC actions. Fort Belvoir and Walter Reed Army Medical Center will experience substantial changes.

### **Fort Belvoir**

Fort Belvoir will become the home for DoD and Army staff organizations currently in leased space around the NCR. The installation will provide better, more secure facilities. A new DeWitt Hospital will be built. In total, the Fort's population will grow by approximately 21,300 personnel for a post-BRAC total working population of roughly 46,000.

To plan for the realignment of Fort Belvoir, a master planning process has been initiated to begin work immediately on the siting of tenants across from Fort Belvoir. In preparing the siting options, planners will coordinate outreach activities with key stakeholders. The comprehensive master development strategy and

master plan encompasses the needs of the realignment and also considers the ongoing mission of Fort Belvoir. The realignment is expected to be completed in 2011.

#### **Losses from Fort Belvoir**

- AMC Headquarters and US Army Security Assistance Command to Redstone Arsenal, Alabama.
- Prime Power School to Fort Leonard Wood, Missouri.
- US Army CID Headquarters to Quantico Marine Corps Base, Virginia.
- Soldiers Magazine to Fort Meade, Maryland.
- Biomedical Science and Technology programs of the Defense Threat Reduction Agency to Aberdeen Proving Ground, Maryland.
- DTRA conventional armaments research to Eglin AFB, Florida.
- Information Systems, research, development and acquisition to Aberdeen Proving Ground, Maryland.

#### **Gains to Fort Belvoir**

- Medical care functions from Walter Reed Medical Center
- Army and DoD organizations from National Capital Region leased space
- National Geospatial-Intelligence Agency units
- Program Manager Acquisition, Logistics, Technology Enterprise Systems Support
- Program Executive Office, Enterprise Information Systems from Fort Monmouth, New Jersey
- Inventory Control Point functions from Mechanicsburg, Pennsylvania. and Wright-Patterson AFB, Ohio

#### **Walter Reed Army Medical Center**

The approval of the BRAC recommendations results in the closure of the entire Walter Reed Army Medical Center, Main Section. The hospital functions will be relocated, as follows: Legal Medicine and tertiary care functions will go to the National Naval Medical Center in Bethesda, Maryland; all non-tertiary care will go to Fort Belvoir, Virginia; three other missions will leave the NCR. The Armed Forces Institute of Pathology will be disestablished and its components restationed, including the National Museum of Health and Medicine. At Walter Reed Army Medical Center, Forest Glen, BRAC realigns many of the research functions to defense locations outside of the NCR. Since the approval of the BRAC recommendations, the Department of the Army has selected the General Services Administration and the U.S. Department of State to redevelop Walter Reed, Main Section for use as a center for foreign missions to locate foreign chanceries and for federal agency office space.

The BRAC 2005 action effectively cancelled all proposed major projects at Walter Reed, Main Section. The cancelled projects include the following:

- A one-story, 9,500-gross-square-foot child development center for 122 children.
- A four-story (two above and two below grade) 174,000-gross-square-foot parking garage providing 300 net new spaces.
- A 29,000-gross-square-foot energy plant and exhaust stack annexed to the main hospital.
- A 7,200-gross-square-foot helipad replacement;
- Demolition of a temporary information management building and replacement with two acre historic garden;
- A 12,000-gross-square-foot fire and police station consolidation, demolishing the existing fire station;
- Realignment of 12th Street and demolition of a temporary administration building;
- Security canopies and access control point projects; and
- Security upgrade projects (partially completed and construction terminated).

#### **Other National Capital Region Realignment Actions**

The President's approval of the BRAC recommendations also has significant impacts on DoD leasing activities in the NCR, resulting in shifts in federal employment locations. More than 22,000 jobs currently located in leased space in Arlington, Virginia will be moved to other locations, with a substantial number relocating to existing DoD facilities in suburban Virginia and Maryland. Fort Belvoir will absorb many of these relocated employees. The FCIP does not track federally leased space, but capital changes required to accommodate employment relocations to federally-owned sites will be tracked in future FCIP documents.

The following table identifies the BRAC actions in the NCR. Many of these installations have reported capital improvement projects in recent FCIP documents. NCPC will continue to work with these and other DoD facilities to identify any BRAC-related changes affecting their capital programming.

**TABLE 1: BRAC 2005 Closure and Realignment NCR Employment Impacts**

Economic Area / Region of Influence Installation	Net Job Changes			Direct Job Changes	Indirect Job Changes	Total Job Changes
	Military	Civilian	Contractor			
<b><i>District of Columbia</i></b>						
Bolling Air Force Base	(244)	(275)	(213)	(732)	(525)	(1,257)
Leased Space – DC	(103)	11	(10)	(102)	(64)	(158)
Naval District Washington	(80)	(323)	50	(353)	(389)	(742)
Potomac Annex	(219)	(185)	(153)	(557)	(1,026)	(1,583)
Walter Reed Army Medical Center	(2,668)	(2,373)	(622)	(5,663)	(3,869)	(9,532)
<b>Total for District of Columbia</b>	<b>(3,314)</b>	<b>(3,145)</b>	<b>(948)</b>	<b>(7,407)</b>	<b>(5,873)</b>	<b>(13,272)</b>
<b><i>NCR – Maryland</i></b>						
Army Research Laboratory Adelphi	0	(43)	0	(43)	(39)	(82)
Bethesda/Chevy Chase	(5)	(2)	0	(7)	(5)	(12)
Leased Space – MD	(16)	(35)	0	(51)	(37)	(88)
National Naval Medical Center Bethesda	(1,418)	674	737	2,829	2,049	4,878
Naval Surface Weapons Station Carderock	0	6	0	6	5	11
Andrews Air Force Base	178	275	91	362	238	600
Naval Air Facility Washington	(9)	(9)	0	(18)	(23)	(41)
Naval Surface Warfare Center Indian Head*	0	(95)	0	(95)	(71)	(166)
Navy Reserve Center Adelphi*	(17)	0	0	(17)	(10)	(27)
<b>Total for NCR – MD</b>	<b>(1,287)</b>	<b>765</b>	<b>828</b>	<b>2,960</b>	<b>2,107</b>	<b>5,073</b>
<b><i>NCR – Virginia</i></b>						
Arlington Service Center	211	(110)	(383)	(282)	(206)	(488)
ATEC Lease	(181)	(227)	(62)	(470)	(325)	(795)
Bailey's Crossroads	(426)	(1,038)	(220)	(1,684)	(1,251)	(2,935)
Ballston Lease	(262)	(93)	(191)	(546)	(359)	(905)
Crystal City Lease	(1,075)	(1,453)	(793)	(3,321)	(2,292)	(5,413)
Defense Finance and Accounting Service, Arlington	(83)	(372)	0	(455)	(485)	(940)
Fort Belvoir	4,162	6,375	2,058	12,595	8,726	21,322
Headquarters Battalion, Headquarters Marine Corps, Henderson Hall	401	184	81	666	441	1,107
Hoffman Lease	(575)	(1,881)	(164)	(2,620)	(2,495)	(5,115)
Leased Space	(4,032)	(10,733)	(3,985)	(18,750)	(13,309)	(32,059)
Marine Corps Base Quantico	446	(1,357)	1,210	3,013	2,109	5,122
Rosslyn Lease	0	(211)	(83)	(294)	(213)	(507)
U.S. Marine Corps Direct Reporting Program Manager Advanced Amphibious Assault	0	(32)	0	(32)	(24)	(56)
<b>Total for NCR – VA</b>	<b>(1,414)</b>	<b>(8,234)</b>	<b>(2,532)</b>	<b>(12,180)</b>	<b>(9,683)</b>	<b>(21,662)</b>

Parentheses indicate negative numbers

\*Outside NCPC-defined NCR

Source: Compiled from tables in Appendix B and C, *BRAC 2005 Closure and Base Realignment Impacts*.

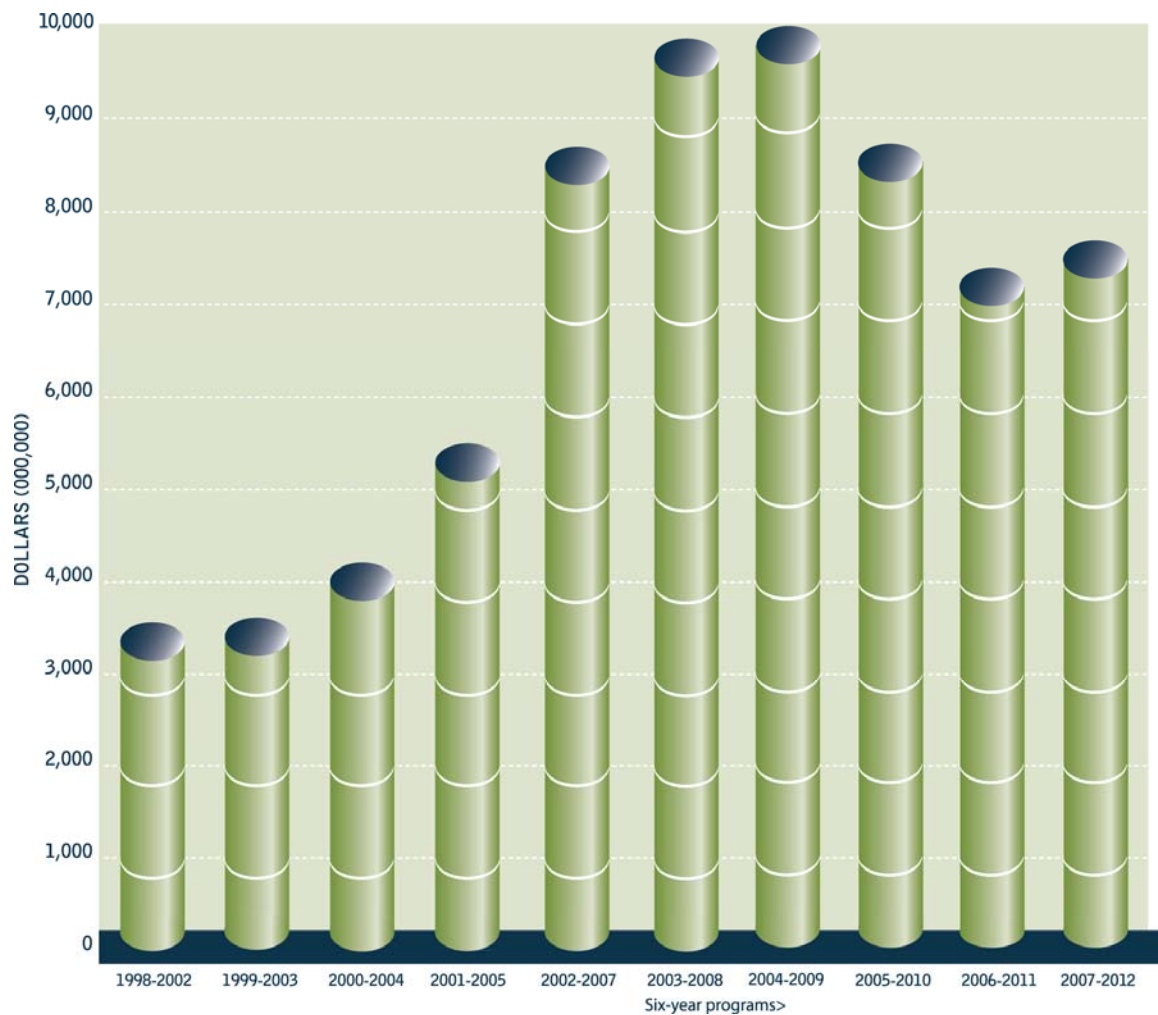
Note: The listing of installations does not include BRAC recommendations with no net job changes.

## ANALYSIS OF TRENDS IN THE FCIP

### *Trends in Annual Total Project Costs*

**CHART 1. COMPARISON OF FEDERAL CAPITAL IMPROVEMENTS PROGRAMS**

Chart 1, Comparison of Federal Capital Improvements Programs, shows total costs for Federal Capital Improvements Programs over the last nine years. The table illustrates that total costs for fiscal years 1998-2001 remained steady. Total costs steadily increased since then until the 2005-2010 program, when the total program costs declined to levels close to 2002. (Note that the programs for fiscal years 2002-2007 and beyond cover six years, whereas previous programs covered five years.)



## *Trends in Project Types and Regional Distribution*

The FCIP contains four types of projects: New Construction; Rehabilitation/Renovation; Site Improvements; and Other Projects, such as installation of utilities, purchase of existing buildings, demolition, and security enhancements. New Construction has three sub-classifications: Office Space, Special Purpose, and Residential. Site Improvements has two sub-classifications: Land and Hard Surfaces.

Some of the projects in the FCIP involve land acquisition (indicated in the project description) as well as site development. For certain projects, estimates for land acquisition and site development are submitted as a combined amount; therefore, it is not possible to determine land acquisition costs.

Table 2, Number of Projects by Region, shows the number of projects in the program by major jurisdictions in the region, according to each type and sub-classification. This table indicates that 36.1 percent of projects in this FCIP are New Construction projects; 53.0 percent are Rehabilitation/Renovation projects; and the remaining 10.9 percent are Site Improvements projects.

**TABLE 2, NUMBER OF PROJECTS BY REGION**

Development Classification	DC	MONT.	P.G.	MD	ARL.	FAIRFAX	P.W.	VA	NCR	Total	Percent of Total
<b>New Construction</b>											
Office Building	5	3	3	6	0	4	0	4	0	15	
Special Purpose	16	5	10	15	7	12	1	20	0	51	
Residential	1	0	2	2	2	0	0	2	0	5	
<b>Subtotal</b>	<b>22</b>	<b>8</b>	<b>15</b>	<b>23</b>	<b>9</b>	<b>16</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>71</b>	<b>36.1</b>
<b>Rehabilitation/Renovation</b>	<b>57</b>	<b>8</b>	<b>24</b>	<b>32</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>107</b>	<b>53.0</b>
<b>Site Improvements</b>											
Land	2	0	1	1	3	0	0	3	0	6	
Hard Surfaces	5	0	2	2	7	1	0	8	0	15	
<b>Subtotal</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>22</b>	<b>10.9</b>
<b>Other</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>
<b>Total</b>	<b>86</b>	<b>16</b>	<b>42</b>	<b>58</b>	<b>30</b>	<b>21</b>	<b>1</b>	<b>55</b>	<b>3</b>	<b>199</b>	<b>100</b>

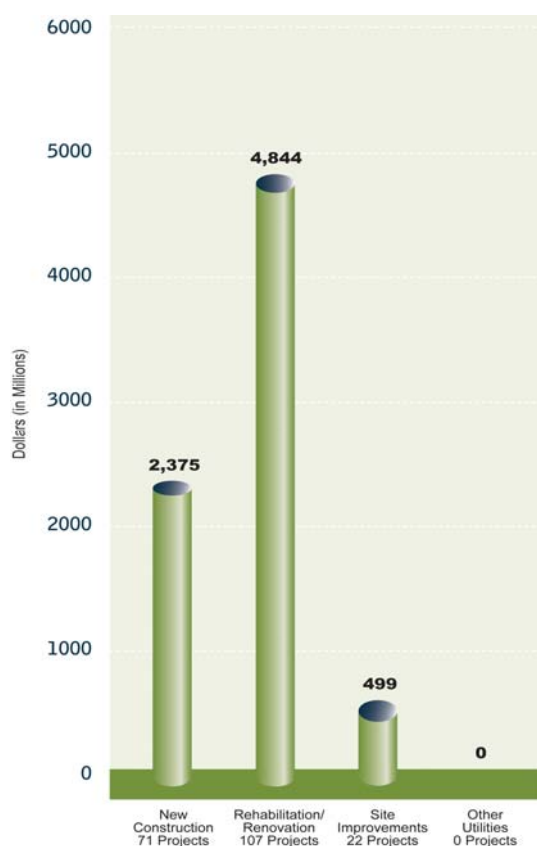
The projected costs of capital expenditures for jurisdictions in the region total \$7.7 billion and are listed by project type in Table 3, Cost Estimates for Each Type of Development by County/State (Note: not all of the 200 projects submitted by agencies included cost information). The approximate distribution of expenditures is as follows:

- \$4.1 billion (53.2 percent) for projects located in the District of Columbia;
- \$1.4 billion (18.7percent) for projects in Maryland (\$1 billion, or 13.3 percent, for projects in Montgomery County; and \$418 million, or 5.4 percent, for projects located in Prince George's County);
- \$1.7 billion (21.4 percent) for projects in Virginia (\$1.1 billion, or 14.4 percent, for projects in Arlington County; \$405 million, or 5.3 percent, for projects in Fairfax County; and \$140 million, or 1.8 percent, for projects in Prince William County);
- \$513 million (6.7 percent) for Woodrow Wilson Bridge Replacement Project.

**TABLE 3, COST ESTIMATES FOR EACH TYPE OF DEVELOPMENT BY COUNTY/STATE**

(000 of Dollars)

	New Construction	Rehabilitation/ Renovation	Site Improvements	Other	Total	<u>Percent of Total</u>
<b>District of Columbia</b>	<b>625,909</b>	<b>3,112,471</b>	<b>368,860</b>	<b>0</b>	<b>4,107,240</b>	<b>53.2</b>
<b>Maryland</b>						
Montgomery County	703,700	320,285	0	0	1,023,985	13.3
Pr. George's County	317,753	83,575	16,661	0	417,989	5.4
<b>Subtotal</b>	<b>1,021,433</b>	<b>403,860</b>	<b>16,661</b>	<b>0</b>	<b>1,441,974</b>	<b>18.7</b>
<b>Virginia</b>						
Arlington County	224,376	791,681	93,932	0	1,108,989	14.4
Fairfax County	363,680	22,350	19,250	0	405,280	5.3
Pr. William County	140,000	0	0	0	140,000	1.8
<b>Subtotal</b>	<b>728,056</b>	<b>814,031</b>	<b>113,182</b>	<b>0</b>	<b>1,655,269</b>	<b>21.4</b>
<b>NCR</b>	<b>0</b>	<b>513,500</b>	<b>0</b>	<b>0</b>	<b>513,700</b>	<b>6.7</b>
<b>Total Region</b>	<b>2,375,418</b>	<b>4,844,062</b>	<b>498,703</b>	<b>0</b>	<b>7,717,183</b>	<b>100</b>

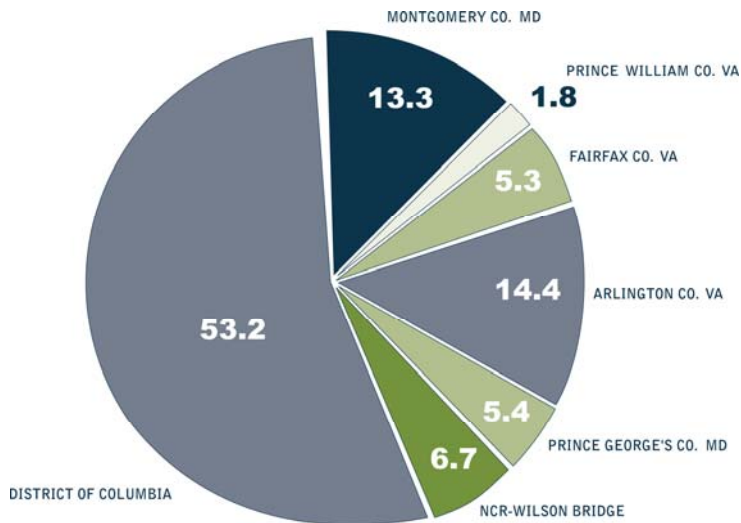
**CHART 3, BUDGET ESTIMATE BY TYPE OF DEVELOPMENT**

Each of the recommended projects has been classified by development type. Chart 3, Budget Estimate by Type of Development, illustrates the four types of development, the amount of funds, and the number of projects assigned to each.



Chart 4, General Distribution of Budget Estimates within the Region, illustrates the percentage of the total FY 2007-2012 costs for each jurisdiction.

**CHART 4, GENERAL DISTRIBUTION OF BUDGET ESTIMATES WITHIN THE REGION**



Distribution of estimated project cost by jurisdiction throughout the National Capital Region is shown in Chart 5.

**CHART 5, DISTRIBUTION OF ESTIMATED PROJECT COST BY JURISDICTION**

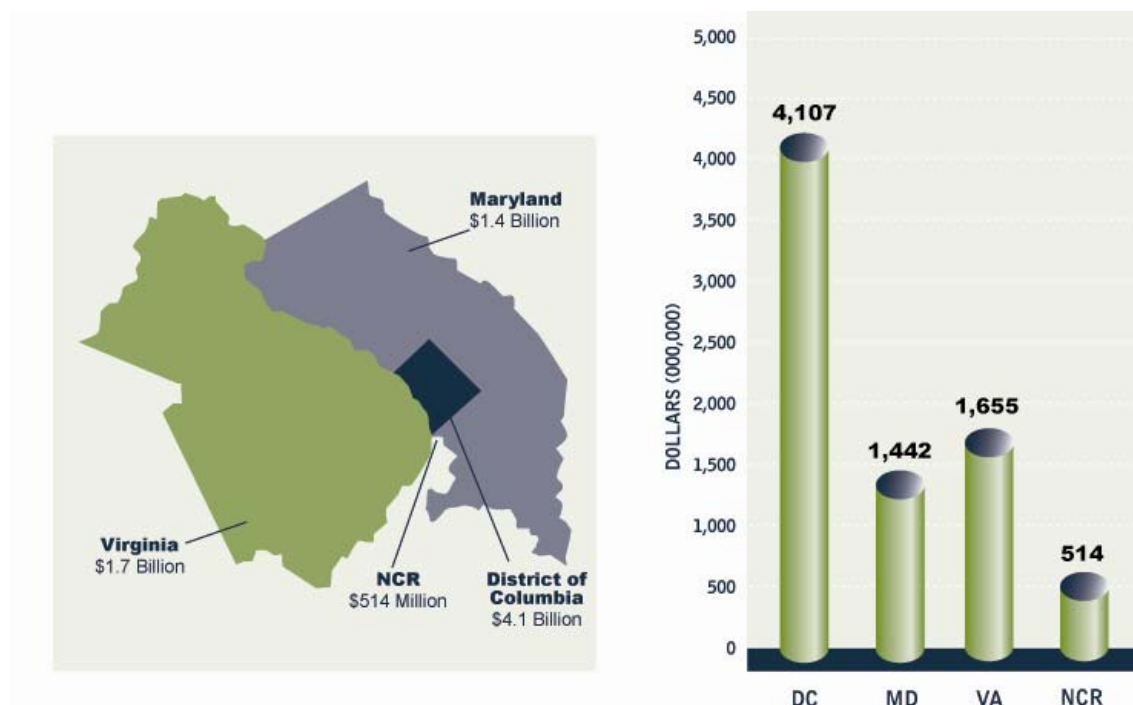
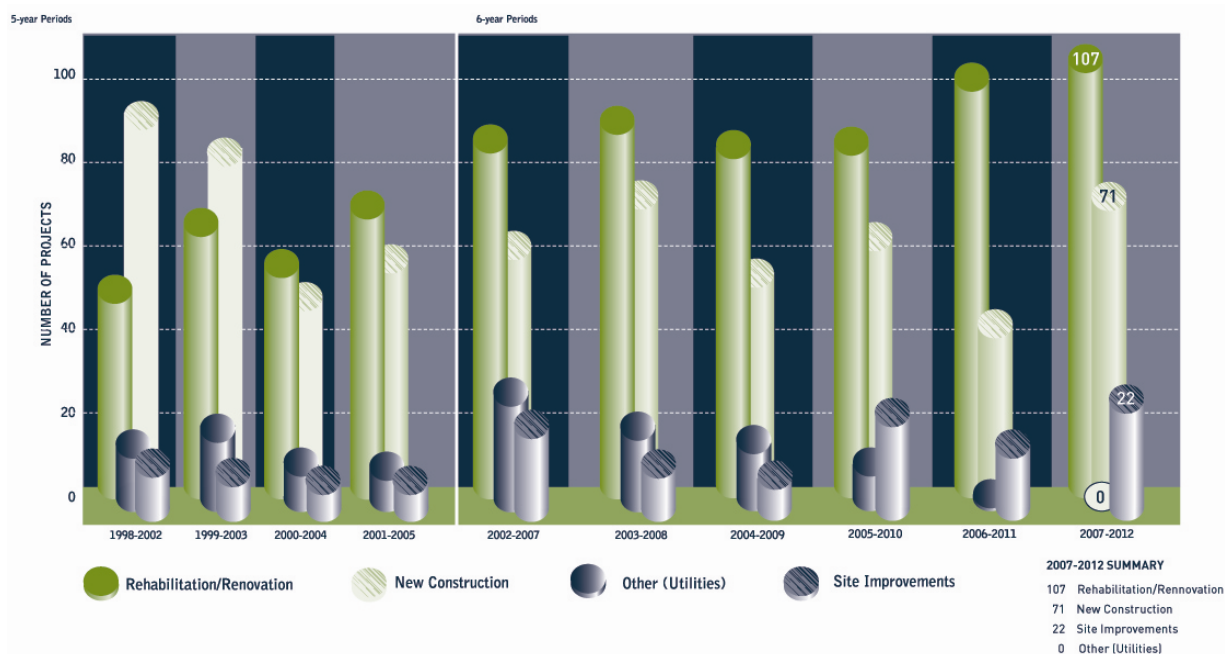


Chart 6, Comparison of Types of Projects between Federal Capital Improvements Programs, illustrates that Rehabilitation/Renovation projects comprised the largest share of projects for those FCIPs prepared between fiscal years 2001-2005 through fiscal years 2007-2012. In previous programs, New Construction represented the largest category of projects. Site Improvements and Other projects have continued to represent small portions of the FCIP since fiscal year 1998.

**CHART 6, COMPARISON OF TYPES OF PROJECTS BETWEEN FEDERAL CAPITAL IMPROVEMENTS PROGRAMS**



## PROBABLE IMPACTS

Some of the impacts that these projects may have on the region and its individual jurisdictions include potential direct and indirect economic benefits resulting from federal capital expenditures and possible changes in employment.

### *Economic*

Budget estimates provide some measure of the anticipated expenditures of funds for land acquisition and development in the various jurisdictions within the NCR. It is anticipated that most, if not all, of these expenditures will benefit the local economy of this region.

If all of the projects in the program were approved, multiple billions in direct expenditures of funds for construction-related services and labor would be introduced into the economies of the various jurisdictions where those projects are located.

In December 2002, the Commission released a study, *The Impact of Federal Procurement on the National Capital Region* which found that federal facilities in the Region spend more than \$30 billion (\$31.5 billion in 2001) to procure research and development, services, supplies, and equipment including software and electronic components. This resulting direct and indirect spending accounts for more than 20 percent of the total Regional Gross Product. In addition, single-agency contractors (those specializing in goods or services for a specific federal agency) tend to locate near the federal facility that they serve, often benefiting a local jurisdiction's economy personal and business tax revenues.

## Employment

Only a limited number of agencies have provided employment figures (new employment and the transfer of employment between major jurisdictions) for the projects within this FCIP. When provided, these employment figures are shown at the end of each project description. Because only a limited number of agencies provided these numbers, they do not represent the total employment impact that all projects within this FCIP would have on local jurisdictions. Further, employment changes will occur when the BRAC recommendations are enacted.

To help sustain the economic vitality of the District of Columbia—the seat of the federal government—the Commission continues to support a 60 percent distribution of federal employment in the District of Columbia and 40 percent elsewhere in the region, as described in the *Comprehensive Plan for the National Capital*. In 1969, the District of Columbia employed 58 percent of federal workers in the region. In 1970, however, federal employment in the District had decreased to 53.5 percent of the region's total. By 1977, the District's share of federal employment in the region had increased to 58.3 percent. Since that high point, the District's share has declined again to 53.0 percent in 2004, while the Maryland and Virginia shares have increased over time (resulting in a combined 47.0 percent of the regional total in 2004).

Tables 4, 5, and 6 and Charts 7, 8, and 9 show the distribution of federal employment (civilian and military) in the region between 1980 and 2004.

The Commission requests that each department and agency adhere to the policy in the Comprehensive Plan that specifies maintenance of the historic relative distribution of federal employment—approximately 60 percent in the District of Columbia and 40 percent elsewhere in the region, when appropriate, when submitting their capital budget requests and multi-year capital program for inclusion in the FCIP.

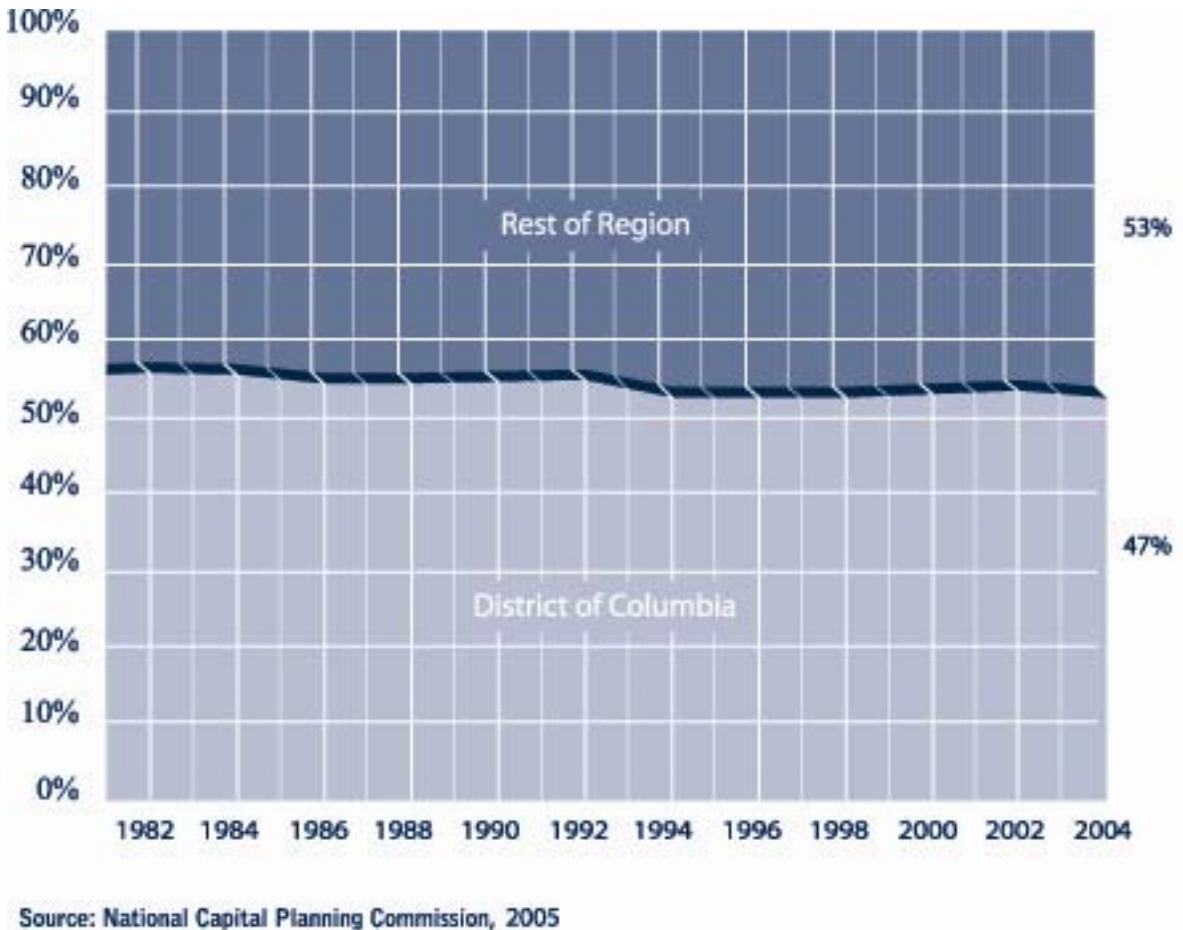
**TABLE 4, DISTRIBUTION OF CIVILIAN AND MILITARY FEDERAL EMPLOYMENT IN THE NCR 1980-2004**

Year	Total	District of Columbia		Maryland		Virginia		MD+VA	
							percent		
1980	401,263	224,985	56.1%	78,181	19.5%	98,097	24.4%	43.9%	
1982	406,351	224,708	55.3%	74,611	18.4%	107,032	26.3%	44.7%	
1984	413,559	228,878	55.3%	75,470	18.3%	109,211	26.4%	44.7%	
1986	406,377	219,186	53.9%	77,477	19.1%	109,714	27.0%	46.1%	
1988	414,528	223,136	53.8%	80,271	19.4%	111,121	26.8%	46.2%	
1990	414,918	225,914	54.5%	80,948	19.5%	108,056	26.0%	45.5%	
1992	432,963	236,886	54.7%	82,700	19.1%	113,377	26.2%	45.3%	
1994	411,547	218,052	53.0%	81,031	19.7%	112,464	27.3%	47.0%	
1996	382,071	199,818	52.3%	75,058	19.6%	107,195	28.1%	47.7%	
1998	372,230	194,709	52.3%	78,001	21.0%	99,520	26.7%	47.7%	
2000	369,312	193,780	52.5%	78,866	21.3%	96,666	26.2%	47.5%	
2002	361,741	193,794	53.6%	74,026	20.4%	93,921	26.0%	46.4%	
2004	362,246	191,852	53.0%	73,072	20.1%	97,322	26.9%	47.0%	

Civilian Source: Office of Personnel Management, Biennial Report of Employment by Geographic Area. Civilian data excludes the Central Intelligence Agency, National Security Agency, Defense Intelligence Agency, National Imagery and Mapping Agency, Army/Air Force Exchange Service, Consolidated Metropolitan Technical Personnel Center, and Defense Career Management and Support Agency, and other agencies that are exempt by law from reporting personnel for reasons of security.

Military Source: Department of Defense, Statistical Information Analysis Division.

**CHART 7, PERCENT DISTRIBUTION OF FEDERAL EMPLOYMENT IN THE NCR 1980-2004**



**TABLE 5, DISTRIBUTION OF CIVILIAN FEDERAL EMPLOYMENT IN THE NCR 1980-2004**

Year	Total	District of Columbia		Maryland		Virginia	
1980	343,590	209,583	61.0%	68,588	20.0%	65,419	19.0%
1982	346,329	211,830	61.2%	64,272	18.6%	70,227	20.3%
1984	351,458	215,926	61.4%	64,744	18.4%	70,788	20.1%
1986	344,289	206,056	59.8%	66,727	19.4%	71,506	20.8%
1988	353,608	210,494	59.5%	69,160	19.6%	73,954	20.9%
1990	356,544	212,031	59.5%	69,546	19.5%	74,967	21.0%
1992	374,895	222,755	59.4%	72,200	19.3%	79,940	21.3%
1994	353,640	204,267	57.8%	69,851	19.8%	79,522	22.5%
1996	324,991	185,447	57.1%	64,323	19.8%	75,221	23.1%
1998	320,226	181,077	56.5%	68,441	21.4%	70,708	22.1%
2000	321,091	180,969	56.4%	69,989	21.8%	70,133	21.8%
2002	310,485	181,024	58.3%	64,872	20.9%	64,589	20.8%
2004	311,210	179,582	57.7%	64,139	20.6%	67,489	21.7%

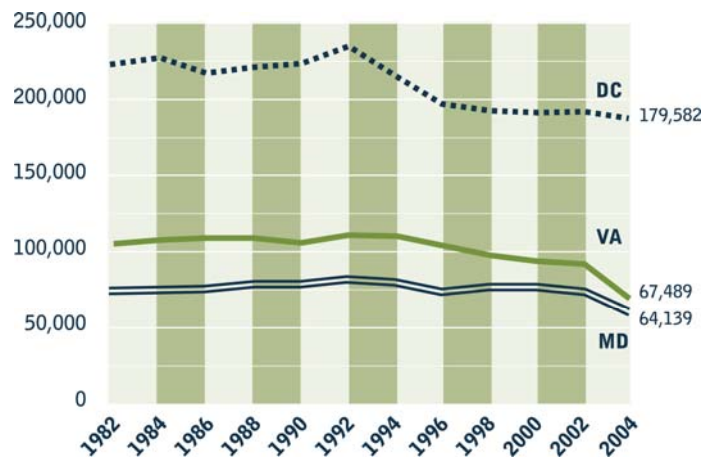
Civilian Source: Office of Personnel Management, Biennial Report of Employment by Geographic Area. Civilian data excludes the Central Intelligence Agency, National Security Agency, Defense Intelligence Agency, National Imagery and Mapping Agency, Army/Air Force Exchange Service, Consolidated Metropolitan Technical Personnel Center, and Defense Career Management and Support Agency, and other agencies that are exempt by law from reporting personnel for reasons of security.

**TABLE 6, DISTRIBUTION OF MILITARY FEDERAL EMPLOYMENT IN THE NCR 1980-2004**

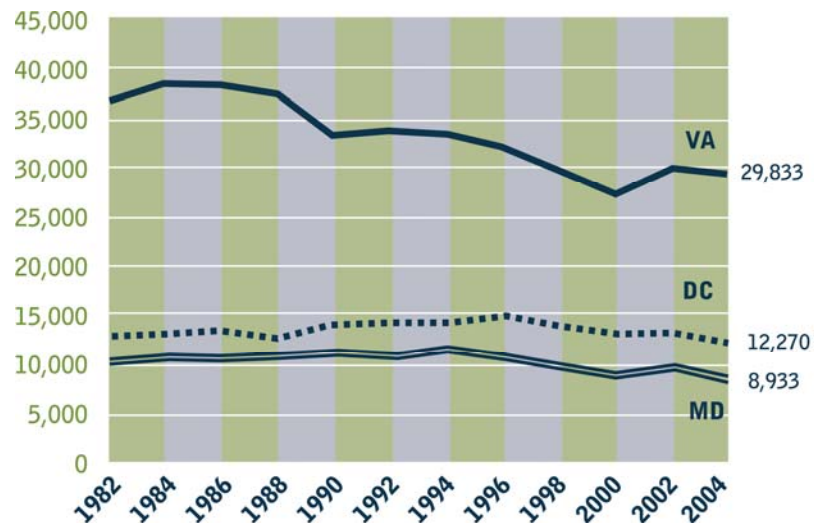
Year	Total	District of Columbia		Maryland		Virginia	
1980	57,673	15,402	26.7%	9,593	16.6%	32,678	56.7%
1982	60,022	12,878	21.5%	10,339	17.2%	36,805	61.3%
1984	62,101	12,952	20.9%	10,726	17.3%	38,423	61.9%
1986	62,088	13,130	21.1%	10,750	17.3%	38,208	61.5%
1988	60,920	12,642	20.8%	11,111	18.2%	37,167	61.0%
1990	58,374	13,883	23.8%	11,402	19.5%	33,089	56.7%
1992	58,068	14,131	24.3%	10,500	18.1%	33,437	57.6%
1994	57,907	13,785	23.8%	11,180	19.3%	32,942	56.9%
1996	57,080	14,371	25.2%	10,735	18.8%	31,974	56.0%
1998	52,004	13,632	26.2%	9,560	18.4%	28,812	55.4%
2000	48,221	12,811	26.6%	8,877	18.4%	26,533	55.0%
2002	51,256	12,770	24.9%	9,154	17.9%	29,332	57.2%
2004	51,036	12,270	24.0%	8,933	17.5%	29,833	58.5%

Military Source: Department of Defense, Statistical Information Analysis Division.

**CHART 8, DISTRIBUTION OF CIVILIAN FEDERAL EMPLOYMENT IN THE NCR 1980-2004**



**CHART 9, DISTRIBUTION OF MILITARY FEDERAL EMPLOYMENT IN THE NCR 1980-2004**



# Project Recommendations

A total of 199 projects at an estimated cost of \$7.7 billion were submitted by 14 federal departments and agencies in the National Capital Region (NCR) (the remaining 38 of the 237 projects within the FCIP were submitted by NCPC as projects it believes should be submitted for future capital programming by the appropriate agencies). Of the 199 proposed projects, all but three involve the use of federal funds.

**TABLE 7, TOTAL NUMBER OF PROJECTS AND BUDGET ESTIMATES BY FEDERAL AGENCIES**

Department /Agency	Number of Projects	Budget Estimates (000 Dollars)						Total FYs 2007-2012
		FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	
General Services Admin.	37	1,477,357	644,446	270,716	707,176	53,430	0	3,153,125
Dept. of Transportation	9	135,400	120,800	113,775	104,700	36,100	53,500	704,275
Dept. of the Defense	11	147,147	257,171	175,498	162,753	132,515	40,970	916,054
Smithsonian Institution	14	62,300	89,200	61,500	138,650	137,800	78,000	567,450
U.S. Institute of Peace	1	0	0	0	0	0	0	175,000
Dept. of Health/Human Serv.	12	50,000	101,000	30,550	144,100	123,000	77,200	525,850
Dept. of the Army	41	61,134	177,315	130,375	168,275	5,700	39,020	581,819
Dept. of Agriculture	21	87,365	88,345	58,135	52,000	56,000	50,000	391,845
Dept. of the Navy	7	78,200	49,000	51,400	0	14,600	0	193,200
Dept. of the Air Force	11	52,680	33,202	24,205	35,240	30,300	17,000	192,627
NASA	19	46,700	24,100	26,600	10,600	10,500	8,600	127,100
Dept. of State	2	772	14,126	34,841	7,732	23,737	573	81,781
Dept. of Homeland Security	8	3,000	2,180	2,000	5,000	0	0	43,552
Dept. of the Interior	6	9,333	10,189	1,706	0	2,235	0	23,463
Total	199	2,211,388	1,611,074	981,301	1,536,226	625,917	364,863	7,717,183

Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

## PROJECTS LISTED BY AGENCY

The 200 projects submitted by agencies for the fiscal years 2007-2012 Federal Capital Improvements Program are listed below. (Project numbers are referenced on the maps on pages 4 and 5):

### DEPARTMENT OF AGRICULTURE

#### *Recommended and Strongly Endorsed*

##### **National Arboretum**

1. Hickey Run Storm Water Management (p. )

##### **USDA Headquarters**

2. Agriculture South Building Modernization (p. )
3. Perimeter Security (p. )

#### *Recommended*

##### **U.S. National Arboretum**

53. Bladensburg Road Entrance (p. 64)
54. Chinese Garden (p. 64)
55. Fern Valley Native Planet Garden (p. 64)
56. Asian Valley Paths Renovation and Restroom Replacement (p. 65)
57. Azalea Paths Renovation (p. 65)
58. Events Pavilion (p. 65)
59. Ellipse Area Development (p. 65)
60. Greenhouse Complex Renovation (p. 66)
61. Lab/Office Facility (p. 66)
62. Administration Building Modernization (p. 66)
63. Education and Visitor Center (p. 67)

##### **Beltsville Agricultural Research Center**

64. New Beef Research Facility (p. 122)
65. Infrastructure 200 Area (p. 122)
66. New Swine Parasitology Facility (p. 123)
67. New Four Dairy Heifer Facilities (p. 123)

##### **National Agricultural Library**

68. Replace Tower Windows (p. 124)
69. NAL Modernization, Repair of Brick Veneer (p. 124)
70. Repair to Sidewalks (p. 124)

### DEPARTMENT OF THE AIR FORCE

#### *Recommended*

##### **Air Force District of Washington, Bolling Air Force Base**

107. Physical Fitness Center (p. 68)
108. Civil Engineering Maintenance and Readiness Facility
109. Force Protection South Gate
110. Communication Frame Facility
111. Addition/Alteration to Child Development Center

**Air Force District of Washington, Andrews Air Force Base**

- 149. Consolidated Library/Education Center
- 150. Physical Fitness Center
- 151. Visiting Quarters
- 152. Strategic Planning and Development Facility
- 153. Co-located Club
- 154. Temporary Lodging Facility

**DEPARTMENT OF THE ARMY***Recommended and Strongly Endorsed***U.S. Army Corps of Engineers**

- 4. Washington, D.C. and Vicinity Flood Control Project (p. 69)

**Arlington National Cemetery**

- 5. Total Cemetery Management System Development (p. 140)

*Recommended***Arlington National Cemetery**

- 71. Columbarium Phase IV-B (Court 7) (p. 138)
- 72. Memorial Drive Ramp Realignment (p. 138)
- 73. Facilities Maintenance Complex Materials Storage Buildings (p. 138 )
- 74. Parking Garage Repairs (p. 139)
- 75. Millennium Land Development Project (p. 139)
- 76. Virginia Route 110 Entrance and Parking Modifications (p. 139)
- 77. Facilities Maintenance Complex Vehicle Storage Building (p. 139)
- 78. U.S.S. Maine Memorial Restoration (p. 139)
- 79. Columbarium Phase V (Court 9) (p. 140)
- 80. Land Expansion – Navy Annex (p. 140)
- 81. Land Expansion – Fort Myer Parking Area (p. 140)

**Armed Forces Retirement Home**

- 82. Construct Long Term Care Building (p. 69)

**Military District of Washington, Fort Myer, Virginia**

- 83. Barracks Complex Phase II
- 84. U.S. Army Band Facility
- 85. Expand Physical Fitness Center
- 86. Modernize Horse Stables
- 87. Public Safety Building Expansion Building 415
- 88. Reconfigure Hatfield Gate

**Military District of Washington, Fort McNair, DC**

- 89. Joint Forces Headquarters, NCR
- 90. Modernize Inter-American Defense College
- 91. Modernize MP Barracks, Building 48



## *Recommended For Program Purposes Only*

### **Military District of Washington, Fort Belvoir**

- 200. Addition to Building 358, Joint Personnel Recovery Agency (p. 147)
- 201. Renovate Graves Fitness Center (p. 147)
- 202. Materials Receiving and Handling Facility (p. 148)
- 203. Museum Support Center (p. 148)
- 204. Family Travel Camp (p. 148)
- 205. Religious Education Center (p. 148)
- 206. Information Dominance Center (p. 148)
- 207. Access Road Control Point (p. 149)
- 208. Network Enterprise Communications Facility (p. 149)
- 209. 911/Emergency Operations Center (p. 149)
- 210. South Post Fire Station (p. 149)
- 211. Vehicle Maintenance Shop Upgrades (p. 150)
- 212. Battalion Headquarters (p. 150)
- 213. Soldier Support Center (p. 150)
- 214. Structured Parking, 200 Area (p. 151)
- 215. Replace Dining Facility (p. 151)
- 216. Installation Industrial Support Facility (p. 152)
- 217. South Post Physical Fitness Center (p. 152)

### **DEPARTMENT OF DEFENSE**

## *Recommended and Strongly Endorsed*

### **The Pentagon**

- 6. Air Force Memorial Site Preparation (p. 140)
- 7. Pentagon Renovation (p. 140)
- 8. Pentagon Memorial (p. 140)

## *Recommended*

### **The Pentagon**

- 98. Electrical Upgrades to Reservation
- 99. Hazardous Response Facility
- 100. Heliport, Control Tower & Fire
- 101. Pentagon Motor Pool
- 102. Secure Perimeter/Pedestrian Plaza
- 103. South Parking Road Network
- 104. FB2--Columbia Pike Realign
- 105. Route 27 HOV Access
- 106. North Parking Garage

### **GENERAL SERVICES ADMINISTRATION**

## *Recommended and Strongly Endorsed*

- 9. Internal Revenue Service Building Modernization (p. 70)
- 10. Eisenhower Executive Office Building Modernization (p. 70)
- 11. General Services Administration, National Office Building Modernization (p. 70)
- 12. Federal Office Building 8 Modernization (p. 71)
- 13. Federal Office Building 10A Modernization (p. 71)

14. General Services Administration, Regional Office Building Modernization (p. 72)
15. Department of State, Harry S Truman Building Modernization (p. 72)
16. Department of Commerce, Herbert C. Hoover Building Modernization (p. 72)
17. Mary E. Switzer Building Modernization (p. 72)
18. Department of the Interior Building Modernization (p. 72)
19. Lafayette Building Modernization (p. 73)
20. Wilbur J. Cohen Building Modernization (p. 73)
21. Department of Health and Human Services, Hubert H. Humphrey Building Modernization (p. 73)
22. New Executive Office Building Systems Replacement (p. 73)
23. Department of Labor, Frances Perkins Building Modernization (p. 73)
24. Federal Trade Commission Building Modernization (p. 73)
25. E. Barrett Prettyman U.S. Courthouse Modernization (p. 74)
26. J. Edgar Hoover Building Modernization (p. 74)

#### **White Oak**

27. Food and Drug Administration

#### *Recommended*

112. Forrestal Building Modernization (p. 74)
113. Remote Delivery Service Center (not mapped) (p. 74)
114. Saint Elizabeth's Hospital Modernization (p. 75)
115. Department of Housing and Urban Development, Robert C. Weaver Building (p. 72)
116. Fire and Life Safety Systems, Postal Square (p. 75)
117. Fire and Life Safety Systems, Frances Perkins Building (p. 75)
118. Fire and Life Safety Systems, J. Edgar Hoover Building (p. 75)
119. Fire and Life Safety Systems, Department of Housing and Urban Development (p. 75)
120. Fire and Life Safety Systems, Federal Office Building 10A (p. 75)
121. Fire and Life Safety Systems, Internal Revenue Service Building (p. 76)
122. National Courts Window Replacement (p. 76)
123. HOTD Steam Distribution Complex (p. 76)
124. Theodore Roosevelt Building Reheat Coils (p. 76)
125. Southern Maryland Courthouse Annex (p. 121)
126. Nebraska Avenue Complex (NAC) (p. 77)
127. Southeast Federal Center Remediation (p. 75)
128. U.S. Coast Guard Headquarters (St. Elizabeths) (p. 77)
129. Consumer Product Safety Commission (p. 106)

#### **DEPARTMENT OF HEALTH AND HUMAN SERVICES**

#### *Recommended*

##### **National Institutes of Health**

130. Animal Research Center/Central Vivarium (p. 110)
131. John Edward Porter Neuroscience Research Center, Phase II (p. 110)
132. Northwest Child Care Facility (p. 111)
133. Demolish Buildings 14/28/32 (p. 111)
134. South Quad Parking Facility (p. 111)
135. South Quad Utility Expansion(Chiller/Boiler #7) (p. 111)
136. Building 37 Basement Renovation (p. 112)

- 137. Building 3 Renovation (p. 112)
- 138. Laboratory N, Center for the Biology of Disease, South Quad (p. 112)
- 139. Laboratory P, Center for the Biology of Disease, South Quad (p. 112)
- 140. Buildings 29A & 29B Renovation and Demolition of Building 29 (p. 113)
- 141. Building 10 Clinical Research Core Renovations (p. 113)

## **DEPARTMENT OF HOMELAND SECURITY**

### *Recommended*

#### **Federal Law Enforcement Training Center**

- 142. Building 1 Administration Building (p. 125)
- 143. Building 1A Classroom & Simulator (p. 125)
- 144. Building 12 U.S. Capitol Police (p. 126)
- 145. Building 17 Remote Mail Delivery (p. 126)

#### **James J. Rowley Training Center**

- 146. Loop Road Addition and Realignment (p. 122)
- 147. Utilities and Infrastructure Upgrade (p. 123)
- 148. Perimeter Security Upgrade (p. 123)

#### **U.S. Coast Guard**

- 149. Construct New Station Building at Bolling Air Force Base (p. 78)

## **DEPARTMENT OF THE INTERIOR**

### *Recommended and Strongly Endorsed*

#### **National Park Service**

- 28. Structural & Utility Rehabilitation for the Executive Residence (p. 77)

### *Recommended*

#### **National Park Service**

- 150. Theodore Roosevelt Memorial Site Rehabilitation (p. 79)
- 151. Restore Seneca Village Historic Scene (Riley's Lock), C&O Canal (p. 110)
- 152. Provide Accessibility to Ford's Theatre (p. 79)
- 153. Georgetown Waterfront Park Design and Construction (p. 79)
- 154. National Mall Master Plan Update (p. 80)

## **NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

### *Recommended*

#### **Goddard Space Flight Center**

- 155. Exploration Sciences Building (p. 123)
- 156. Site Utilities Upgrade – Steam Distribution (p. 123)
- 157. Master Plan Utilities (p. 124)
- 158. Repair/Replace Roofs, Various Buildings (p. 124)
- 159. Repair Emergency Chiller (p. 124)
- 160. Facilities Master Plan Road Upgrade (p. 124)
- 161. Restore Building 23 (p. 124)
- 162. Repair Cooling Tower Cells 7-9, Building 24 (p. 125)
- 163. Main Substation Transformer Replacement (p. 125)
- 164. Rehabilitate HVAC Systems and Controls, Various Buildings (p. 125)
- 165. Repair Central Power Plant Equipment (p. 125)

- 166. Modify Various Buildings for Accessibility (p. 125)
- 167. Rehabilitate Building 5 (p. 125)
- 168. Restore Chilled Water Distribution System (p. 125)
- 169. Repair Domestic Water/Sewer (p. 126)
- 170. Replace Low Voltage Electrical Systems, Various Buildings (p. 126)
- 171. Upgrade Fire Alarm Systems, Various Buildings (p. 126)
- 172. Building 6 Ground Floor Restoration (p. 126)
- 173. Rehabilitate Building 88 Utilities (p. 126)

## **DEPARTMENT OF THE NAVY**

### *Recommended*

#### **Naval Observatory**

- 174. Atomic Clock Vault (p. 81)

#### **Naval Research Laboratory**

- 175. Autonomous Systems Laboratory (p. 82)

#### **Washington Navy Yard**

- 176. Renovate Building W-200 (p. 825)
- 177. Renovate Building W-111 (p. 82)
- 178. Build New NSM Warehouse (p. 82)

#### **Naval Surface Warfare Division Carderock**

- 179. Engineering Management and Logistics Facility (p. 116)

#### **Arlington Service Center**

- 180. Renovate Building 12 (p. 143)

## **SMITHSONIAN INSTITUTION**

### *Recommended and Strongly Endorsed*

- 29. Construct/Install Anti-Terrorism Protection (not mapped) (p. 82)
- 30. Restore Renwick Gallery (p. 86)
- 31. Patent Office Building Courtyard Landscaping, South Stair Reconstruction, and Perimeter Landscaping (p. 88)

### *Recommended*

- 181. National Museum of Natural History Revitalization (p. 84)
- 182. National Museum of American History, Kenneth E. Behring Center Public Space Revitalization (p. 85)
- 183. Restore and Waterproof Hirshhorn Plaza and Foundation Walls (p. 87)
- 184. Freer Gallery Exterior Restoration (p. 87)
- 185. National Museum of African American History and Culture (p. 87)
- 186. Quadrangle/Roof Mechanical Systems (p. 88)

#### **National Zoological Park**

- 187. Africa Exhibit Construction (p. 88)
- 188. Asia Trail Construction (p. 89)
- 189. Valley Revitalization (p. 189)

#### **Museum Support Center, Suitland**

- 190. Museum Support Center Pod 3 (p. 127)
- 191. Museum Support Center Pod 5 (p. 127)

**DEPARTMENT OF STATE***Recommended and Strongly Endorsed*

- 32. Security Upgrades for Harry S Truman Building (p. 90)
- 33. Blast Resistant Windows (p. 91)

**DEPARTMENT OF TRANSPORTATION***Recommended and Strongly Endorsed***Federal Highway Administration**

- 34. National Mall Road Improvements (p. 92)
- 35. Streetscape Improvements at Juarez Circle - Kennedy Center Plaza (p. 92)

*Recommended***Federal Highway Administration**

- 192. 14<sup>th</sup> Street Bridge/George Washington Parkway Improvements (p. 159)
- 193. I-95/495 Baltimore-Washington Parkway Bridge Improvements (p. 159)
- 194. Woodrow Wilson Bridge Replacement (p. 159)
- 195. Manassas Battlefield Park Bypass (p. 155)
- 196. Mount Vernon Circle Parking (p. 152)
- 197. Fort Belvoir Connector Road (p. 152)
- 198. Rehabilitate Virginia Route 123/CIA Interchange (p. 152)

*Recommended***United States Institute of Peace**

- 199. Headquarters and Public Education Center (p. 92)

The 38 projects submitted by the National Capital Planning Commission for the fiscal years 2007-2012 Federal Capital Improvements Program are listed below. The Commission recommends that the following projects be included in agency budgets as soon as fiscal and budgetary conditions permit. (Project numbers are referenced on the maps on pages 4 and 5.)

#### **DEPARTMENT OF AGRICULTURE**

##### *Recommended for Future Programming*

218. Conversion of the Department of Agriculture Building on the National Mall to a Public Use (p. 68)

#### **GENERAL SERVICES ADMINISTRATION**

##### *Recommended for Future Programming*

219. Federal Triangle Lighting (p. 76)  
220. Lafayette Building Exterior Refinishing (p. 76)

#### **DEPARTMENT OF THE INTERIOR**

##### *Recommended for Future Programming*

###### **National Park Service**

221. West Potomac Park (p. 99)  
222. Fort Circle Parks System (not mapped) (p. 80)  
223. Improve Pedestrian Linkages Between National Mall Attractions and the Anacostia and Potomac River Waterfronts (p. 81)  
224. Boundary Markers of the Nation's Capital (not mapped) (p. 160)

#### **DEPARTMENT OF STATE**

##### *Recommended for Future Programming*

225. Develop a New Foreign Missions Center (not mapped) (p. 91)

#### **DEPARTMENT OF TRANSPORTATION**

##### *Recommended for Future Programming*

###### **Federal Highway Administration**

226. Roosevelt Bridge Rehabilitation (p. 92)

###### **Federal Railroad Administration**

227. High Speed Rail to Baltimore-Washington International Airport (not mapped) (p. 161)

###### **Federal Transit Administration**

228. Dulles Corridor Rapid Transit Project (not mapped) (p. 159)  
229. Light Rail Projects in the District of Columbia, Virginia, and Maryland (not mapped) (p. 161)

#### **DEPARTMENTS OF THE INTERIOR, AIR FORCE, NAVY, AND ARMY**

##### *Recommended for Future Programming*

230. Waterfront Parks Development (p. 93)

## **ALL DEPARTMENTS**

### *Recommended and Strongly Endorsed*

36. Federal Triangle and Pennsylvania Avenue (3rd to 15th Streets, NW) Perimeter Security and Streetscape Improvements (p. 93)
37. Constitution Avenue (3rd to 15th Streets and 17th to 23rd Streets, NW) Perimeter Security and Streetscape Improvements (p. 94)
38. Independence Avenue (3rd to 14th Streets, SW) Perimeter Security and Streetscape Improvements (p. 94)
39. 10th Street, SW Perimeter Security and Streetscape Improvements (p. 94)
40. Maryland Avenue, SW Perimeter Security and Streetscape Improvements (p. 95)
41. West End Perimeter Security and Streetscape Improvements (p. 95)
42. Southwest Federal Center Perimeter Security and Streetscape Improvements (p. 95)
43. Downtown Perimeter Security and Streetscape Improvements (p. 95)
44. Federal Bureau of Investigation Perimeter Security and Streetscape Improvements (p. 96)
45. Mobility and Parking Impact Studies (not mapped) (p. 96)
46. Downtown Circulator (not mapped) (p. 96)
47. South Capitol Street Reconstruction (p. 96)
48. South Capitol Street Waterfront Park (p. 97)
49. New Frederick Douglass Memorial Bridge (p. 97)
50. Railroad Relocation Feasibility Study (not mapped) (p. 98)
51. RFK Stadium Site Redevelopment Study (p. 98)
64. Kennedy Center Plaza Project (p. 92)

### *Recommended for Future Programming*

231. Plan and Design to Deck-over and Remove Portions of the Southwest/Southeast Freeway (p. 99)
232. Tour Bus Parking Facility (not mapped) (p. 99)
233. Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail (not mapped) (p. 161)
234. Regional Visitor's Center and Information Kiosks (not mapped) (p. 162)
225. Future Site Acquisitions for Memorial and Museum Uses (not mapped) (p. 162)
226. Water Taxi System (not mapped) (p. 162)
227. Regional Park System (not mapped) (p. 163)
228. Regional "Blue Trail" System (not mapped) (p. 163)

## PROJECT DESCRIPTIONS

Each project submitted for the FCIP is described in the following pages. Projects are listed by their location in the NCR, including the District of Columbia and the counties of Maryland and Virginia—Montgomery, Prince George’s, Arlington, Fairfax, and Prince William (no projects have been submitted this year for Loudoun County or the independent cities within the NCR). The Wilson Bridge Replacement project and other projects without a specific location are listed under the NCR.

Each project is listed with a brief description provided by the submitting agency which includes a budget estimate, general statement on the scope of the proposal, and other relevant data.

The year the projects first appeared in the FCIP (the first year the project was submitted by the agency or the Commission) is identified after the project description.

The Commission’s recommendations (*Recommended and Strongly Endorsed*, *Recommended*, *Recommended for Program Purposes Only*, *Recommended for Future Programming*, *Recommended for Deferral*, and *Not Recommended*) are also included with the project description. (No projects submitted are *Recommended for Deferral* or *Not Recommended* in the FY 2007-2012 program.)

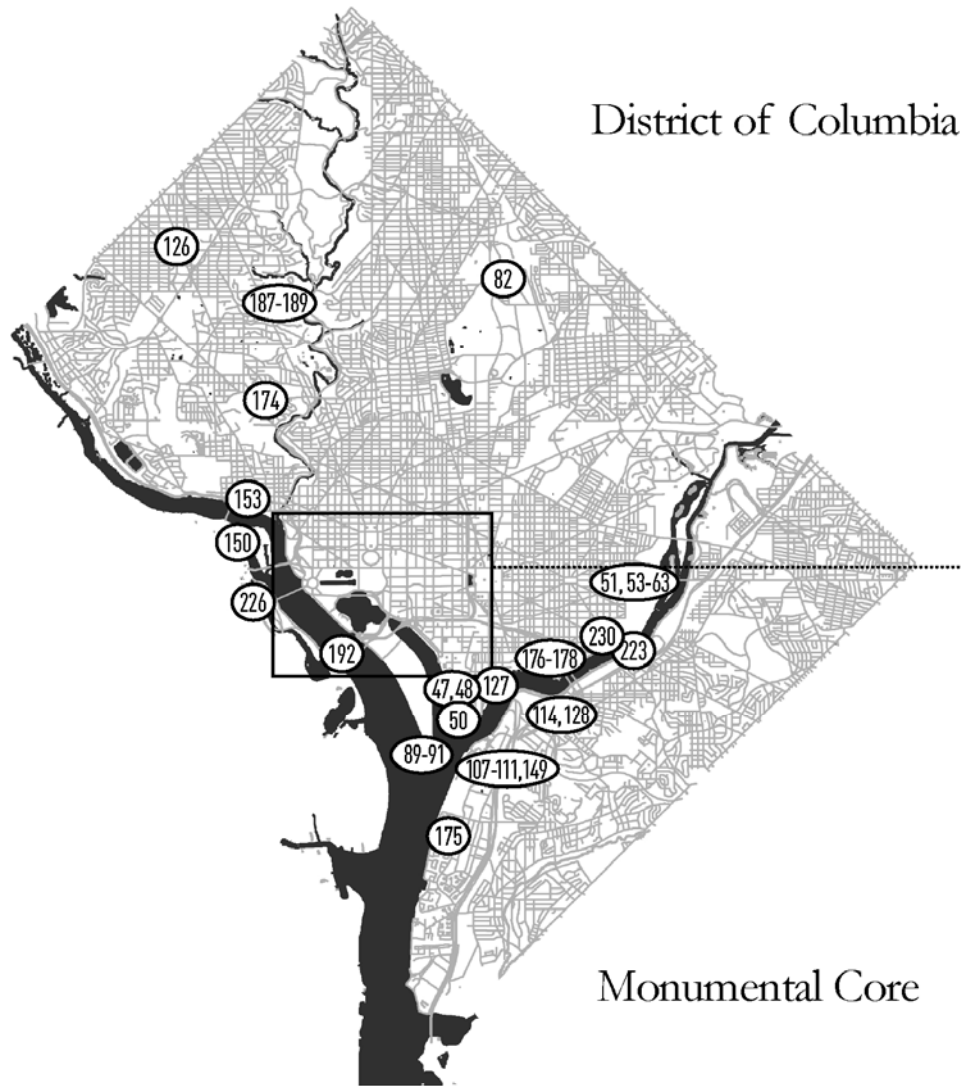
The total of funding requests submitted by federal agencies for projects within the NCR by program year is as follows:

**TABLE 8, TOTAL BUDGET ESTIMATES SUBMITTED BY FEDERAL AGENCIES BY JURISDICTION**

	Budget Estimates (000 of Dollars)							Total FYs 2007-2012
	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	
<b>District of Columbia</b>	<b>1,195,071</b>	<b>1,466,710</b>	<b>540,262</b>	<b>518,828</b>	<b>948,958</b>	<b>271,867</b>	<b>145,573</b>	<b>4,107,240</b>
Montgomery County	417,049	229,300	403,000	30,550	144,100	139,835	77,200	1,023,985
Prince George’s County	65,725	174,477	81,050	44,550	38,040	39,900	8,600	417,989
<b>Maryland</b>	<b>482,774</b>	<b>403,777</b>	<b>484,050</b>	<b>75,100</b>	<b>182,140</b>	<b>179,735</b>	<b>85,800</b>	<b>1,441,974</b>
Arlington County	1,185,205	153,151	313,632	205,723	218,278	138,215	79,990	1,108,989
Fairfax County	-0-	61,250	168,430	79,450	96,150	-0-	-0-	405,280
Prince William County	4,000	-0-	-0-	-0-	-0-	-0-	-0-	140,000
<b>Virginia</b>	<b>1,189,205</b>	<b>215,401</b>	<b>482,062</b>	<b>285,173</b>	<b>314,428</b>	<b>138,215</b>	<b>79,990</b>	<b>1,654,269</b>
<b>NCR</b>	<b>1,943,280</b>	<b>126,500</b>	<b>104,500</b>	<b>102,200</b>	<b>90,700</b>	<b>36,100</b>	<b>53,500</b>	<b>513,500</b>
<b>Total Region</b>	<b>4,810,330</b>	<b>2,211,388</b>	<b>1,611,074</b>	<b>981,301</b>	<b>1,536,226</b>	<b>625,917</b>	<b>364,863</b>	<b>7,717,183</b>

Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.





# District of Columbia

The FCIP for FYs 2007-2012 contains a total of 114 proposed projects within the District of Columbia. Of this total, 86 have been submitted to NCPC by other agencies. NCPC has submitted an additional 28 projects and recommends these for future programming.

The estimated total cost of the 86 recommended projects for FYs 2007-2012 is \$4,107,240,000. NCPC *strongly endorses* 31 of these projects and considers them critical to strategically advancing and implementing significant Commission and local planning policies and initiatives as well as other important federal interests. NCPC *further recommends* 55 projects that are in conformance with Commission and local plans and planning policies.

Of the 28 projects that NCPC submitted and recommended for future programming, the Commission *strongly endorses* 17 as critical to advancing significant Commission and local planning policies and initiatives as well as other important federal interests. NCPC recommends that the appropriate agencies program these projects in their budgets as soon as fiscal and budgetary conditions permit. The Commission further suggests that the remaining 11 projects, which are recommended for future programming, be added to the appropriate agencies' budgets as soon as fiscal and budgetary conditions permit.

---

Budget Estimates (000 of Dollars)								
	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FYs 2007-2012
District of Columbia Total	1,195,071	1,466,710	540,262	518,828	948,958	271,867	145,573	4,107,240

Fiscal years may not add to the FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

---

# DISTRICT OF COLUMBIA

## *Recommended and Strongly Endorsed*

(PROJECTS SUBMITTED BY AGENCIES)

### **DEPARTMENT OF AGRICULTURE**

#### **U.S. National Arboretum**

1. Hickey Run Storm Water Abatement Project (p. 65)

#### **USDA Headquarters**

2. Agriculture South Building Modernization (p. 66)
3. Perimeter Security (p. 67)

### **DEPARTMENT OF THE ARMY**

#### **U.S. Army Corps of Engineers**

4. Washington, D.C. and Vicinity Flood Control Project (p. 69)

### **GENERAL SERVICES ADMINISTRATION**

9. Internal Revenue Service Building Modernization (p. 70)
10. Eisenhower Executive Office Building Modernization (p. 70)
11. General Services Administration, National Office Building Modernization (p. 71)
12. Federal Office Building 8 Modernization (p. 71)
13. Federal Office Building 10A Modernization (p. 71)
14. General Services Administration, Regional Office Building Modernization (p. 71)
15. Department of State, Harry S Truman Building Modernization (p. 72)
16. Department of Commerce, Herbert C. Hoover Building Modernization (p. 72)
17. Mary E. Switzer Building Modernization (p. 72)
18. Department of the Interior Building Modernization (p. 73)
19. Lafayette Building Modernization (p. 73)
20. Wilbur J. Cohen Building Modernization (p. 73)
21. Department of Health and Human Services, Hubert H. Humphrey Building Modernization (p. 74)
22. New Executive Office Building Systems Replacement (p. 74)
23. Department of Labor, Frances Perkins Building Modernization (p. 74)
24. Federal Trade Commission Building Modernization (p. 74)
25. E. Barrett Prettyman U.S. Courthouse Modernization (p. 74)
26. J. Edgar Hoover Building Modernization (p. 74)
127. Southeast Federal Center Remediation (p. 75)

### **DEPARTMENT OF THE INTERIOR**

#### **National Park Service**

28. Structural and Utility Rehabilitation for the Executive Residence (p. 79)

### **SMITHSONIAN INSTITUTION**

29. Construct/Install Anti-Terrorism Protection (not mapped) (p. 82)
30. Restore Renwick Gallery (p. 86)
31. Patent Office Building Courtyard Landscaping, South Stair Reconstruction, and Perimeter Landscaping (p. 88)

**DEPARTMENT OF STATE**

- 32. Security Upgrades for Harry S Truman Building (p. 90)
- 33. Blast Resistant Windows for Harry S Truman Building (p. 90)

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration**

- 34. National Mall Road Improvements (p. 91)
  - 35. Streetscape Improvements at Juarez Circle (p. 92)
- 

*Recommended and Strongly Endorsed*

(PROJECTS SUBMITTED BY NCPC)

**ALL DEPARTMENTS**

- 36. Federal Triangle and Pennsylvania Avenue (3rd to 15th Streets, NW) Perimeter Security and Streetscape Improvements (p. 93)
- 37. Constitution Avenue (17th to 23rd Streets, NW) Perimeter Security and Streetscape Improvements (p. 94)
- 38. Independence Avenue (3rd to 14th Streets, SW) Perimeter Security and Streetscape Improvements (p. 94)
- 39. 10th Street, SW Perimeter Security and Streetscape Improvements (p. 94)
- 40. Maryland Avenue, SW Perimeter Security and Streetscape Improvements (p. 95)
- 41. West End Perimeter Security and Streetscape Improvements (p. 95)
- 42. Southwest Federal Center Perimeter Security and Streetscape Improvements (p. 95)
- 43. Downtown Perimeter Security and Streetscape Improvements (p. 95)
- 44. Federal Bureau of Investigation Perimeter Security and Streetscape Improvements (p. 96)
- 45. Mobility and Parking Impact Studies (not mapped) (p. 96)
- 46. Downtown Circulator (not mapped) (p. 96)
- 47. South Capitol Street Reconstruction (p. 96)
- 48. South Capitol Street Waterfront Park (p. 97)
- 49. New Frederick Douglass Memorial Bridge (p. 97)
- 50. Railroad Relocation Feasibility Study (not mapped) (p. 98)
- 51. RFK Stadium Site Redevelopment Study (p. 98)
- 52. Kennedy Center Plaza Project (p. 92)

## *Recommended*

(PROJECTS SUBMITTED BY AGENCIES)

### **DEPARTMENT OF AGRICULTURE**

#### **U.S. National Arboretum**

- 53. Bladensburg Road Entrance (p. 64)
- 54. Chinese Garden (p. 64)
- 55. Fern Valley Native Plant Garden (p. 64)
- 56. Asian Valley Paths Renovation and Restroom Replacement (p. 64)
- 57. Azalea Paths Renovation (p. 65)
- 58. Events Pavilion (p. 65)
- 59. Ellipse Area Development (p. 65)
- 60. Greenhouse Complex Renovation (p. 65)
- 61. Lab/Office Facility (p. 65)
- 62. Administration Building Modernization (p. 66)
- 63. Education and Visitor Center (p. 66)

### **DEPARTMENT OF THE AIR FORCE**

#### **Air Force District of Washington, Bolling Air Force Base**

- 107. Physical Fitness Center (p. 67)
- 108. Civil Engineering Maintenance and Readiness Facility (p. 67)
- 109. Force Protection South Gate (p. 68)
- 110. Communication Frame Facility (p. 68)
- 111. Addition/Alteration to Child Development Center (p. 68)

### **DEPARTMENT OF THE ARMY**

#### **Armed Forces Retirement Home**

- 82. Construct Long Term Care Building (p. 68)

#### **Military District of Washington, Fort McNair**

- 89. Joint Forces Headquarters, NCR (p. 68)
- 90. Modernize Inter-American Defense College (p. 69)
- 91. Modernize MP Barracks, Building 48 (p. 69)

### **GENERAL SERVICES ADMINISTRATION**

- 112. Forrestal Building Modernization (p. 75)
- 113. Remote Delivery Service Center (not mapped) (p. 75)
- 114. St. Elizabeths Hospital West Campus Modernization (p. 75)
- 115. Department of Housing and Urban Development, Robert C. Weaver Building (p. 75)
- 116. Fire and Life Safety Systems, Postal Square (p. 76)
- 117. Fire and Life Safety Systems, Frances Perkins Building (p. 76)
- 118. Fire and Life Safety Systems, J. Edgar Hoover Building (p. 76)
- 119. Fire and Life Safety Systems, Department of Housing and Urban Development (p. 76)
- 120. Fire and Life Safety Systems, Federal Office Building 10A (p. 76)
- 121. Fire and Life Safety Systems, Internal Revenue Service Building (p. 76)
- 122. National Courts Window Replacement (p. 77)
- 123. HOTD Steam Distribution Complex (p. 77)

- 124. Theodore Roosevelt Building Reheat Coils (p. 77)
- 126. Nebraska Avenue Complex (p. 77)
- 128. U.S. Coast Guard at St. Elizabeths Hospital (p. 77)

#### **DEPARTMENT OF HOMELAND SECURITY**

##### **U.S. Coast Guard Station**

- 149. New Station Building at Bolling Air Force Base Construction (p. 78)

#### **DEPARTMENT OF THE INTERIOR**

##### **National Park Service**

- 150. Theodore Roosevelt Memorial Site Rehabilitation (p. 78)
- 152. Provide Universal Accessibility and Improve Ford's Theatre National Historic Site (p. 79)
- 153. Georgetown Waterfront Park Design and Construction (p. 79)
- 154. National Mall Management Plan (p. 80)

#### **DEPARTMENT OF THE NAVY**

##### **Naval Observatory**

- 174. Atomic Clock Vault (p. 81)

##### **Naval Research Laboratory**

- 175. Autonomous Research Laboratory (p. 82)

##### **Washington Navy Yard**

- 176. Building W-200 Renovation (p. 82)
- 177. Building W-111 Renovation (p. 82)
- 178. New NSM Warehouse Construction (p. 82)

#### **SMITHSONIAN INSTITUTION**

- 181. National Museum of Natural History Revitalization (p. 84)
- 182. National Museum of American History, Kenneth E. Behring Center Public Space Revitalization (p. 85)
- 183. Restore and Waterproof Hirshhorn Plaza and Foundation Walls (p. 87)
- 184. Freer Gallery Exterior Restoration (p. 87)
- 185. New National Museum of African American History and Culture (p. 87)
- 186. Quadrangle/Roof Mechanical Systems (p. 88)

##### **National Zoological Park**

- 187. Africa Exhibit Construction (p. 88)
- 188. Asia Trail Construction (p. 89)
- 189. Valley Revitalization (p. 89)

#### **U.S. INSTITUTE OF PEACE**

- 199. Headquarters and Public Education Center (p. 89)

## *Recommended for Future Programming*

(PROJECTS SUBMITTED BY NCPC)

### **DEPARTMENT OF AGRICULTURE**

218. Conversion of the Department of Agriculture Building on the National Mall to a Public Use (p. 67)

### **GENERAL SERVICES ADMINISTRATION**

219. Federal Triangle Lighting (p. 78)  
220. Lafayette Building Exterior Refinishing (p. 78)

### **DEPARTMENT OF THE INTERIOR**

#### **National Park Service**

221. West Potomac Park Seawall Repair (p. 80)  
222. Fort Circle Parks System (not mapped) (p. 80)  
223. Improve Pedestrian Linkages Between National Mall Attractions and the Anacostia and Potomac River Waterfronts (p. 81)

### **DEPARTMENT OF STATE**

224. Develop a New Foreign Missions Center (not mapped) (p. 91)

### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Highway Administration**

225. Roosevelt Bridge Rehabilitation (p. 91)

### **DEPARTMENTS OF THE INTERIOR, AIR FORCE, NAVY, AND ARMY**

230. Waterfront Parks Development (p. 93)

### **ALL AGENCIES**

231. Plan and Design to Deck-over and Remove Portions of the Southeast/Southwest Freeway (p. 99)  
232. Tour Bus Parking Facility (not mapped) (p. 99)

# District of Columbia

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FYs 2007-2012
---------------	------------------	---------	---------	---------	---------	---------	---------	------------------------

## DEPARTMENT OF AGRICULTURE

### U.S. National Arboretum

Bladensburg Road Entrance	1,100	8,700	0	0	0	0	0	8,700
Chinese Garden	240	670	0	0	0	0	0	670
Fern Valley Native Plant Garden	0	0	0	35	0	0	0	35
Asian Valley Paths Renovation	0	127	1,470	0	0	0	0	1,597
Hickey Run Storm Water Abatement	0	0	1,500	1,500	0	0	0	3,000
Azalea Paths Renovation	75	1,500	0	0	0	0	0	1,500
Events Pavilion	0	0	50	500	0	0	0	550
Ellipse Area Development	0	0	0	500	0	0	0	500
Greenhouse Complex Renovation	4,173	2,627	0	0	0	0	0	2,627
Lab/Office Facility	0	220	1,680	0	0	0	0	1,900
Administration Bldg. Modernization	906	13,394	0	0	0	0	0	13,394
Education and Visitor Center	0	650	31,095	0	0	0	0	31,745
<b>Subtotal</b>	<b>6,494</b>	<b>27,888</b>	<b>35,795</b>	<b>2,535</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,218</b>

### USDA Headquarters

Ag. South Bldg. Modernization	123,000	15,600	44,000	48,000	52,000	56,000	50,000	265,600
Perimeter Security	385	0	7,000	7,600	0	0	0	14,600
<b>Subtotal</b>	<b>123,385</b>	<b>15,600</b>	<b>51,000</b>	<b>55,600</b>	<b>52,000</b>	<b>56,000</b>	<b>50,000</b>	<b>280,200</b>

<b>Total in District of Columbia</b>	<b>129,879</b>	<b>43,488</b>	<b>86,795</b>	<b>58,135</b>	<b>52,000</b>	<b>56,000</b>	<b>50,000</b>	<b>346,418</b>
--------------------------------------	----------------	---------------	---------------	---------------	---------------	---------------	---------------	----------------

## DEPARTMENT OF THE AIR FORCE

### Air Force District of Washington, Bolling Air Force Base

Physical Fitness Center	0	0	0	0	0	900	17,000	17,900
Civil Engineering Maintenance Facility	0	0	0	300	3,600	0	0	3,900
Force Protection South Gate	75	0	632	7,855	0	0	0	8,487
Communication Switch Facility	0	180	2,170	0	0	0	0	2,350
Addition/Alter. Child Develop. Center	0	0	0	100	9,200	0	0	9,300

<b>Total in District of Columbia</b>	<b>75</b>	<b>180</b>	<b>2,802</b>	<b>8,255</b>	<b>12,800</b>	<b>900</b>	<b>17,000</b>	<b>41,937</b>
--------------------------------------	-----------	------------	--------------	--------------	---------------	------------	---------------	---------------

## DEPARTMENT OF THE ARMY

### Military District of Washington, Fort McNair

Joint Forces Headquarters, NCR	0	0	2,000	18,500	0	0	0	20,500
Modernize Inter-American Defense Coll.	0	0	900	9,100	0	0	0	10,000
Modernize MP Barracks, Bldg. 48	0	0	0	700	6,600	0	0	7,300
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>2,900</b>	<b>28,300</b>	<b>6,600</b>	<b>0</b>	<b>0</b>	<b>37,800</b>

### U.S. Army Corps of Engineers

Flood Control Project	3,096	280	3,624	0	0	0	0	3,904
-----------------------	-------	-----	-------	---	---	---	---	-------

The following project is funded primarily from private funds, not funds appropriated by the federal government.

### Armed Forces Retirement Home

Construct Long-Term Care Building	0	0	0	2,400	24,000	0	0	26,400
-----------------------------------	---	---	---	-------	--------	---	---	--------

<b>Total in District of Columbia</b>	<b>3,096</b>	<b>280</b>	<b>6,524</b>	<b>30,700</b>	<b>30,600</b>	<b>0</b>	<b>0</b>	<b>68,104</b>
--------------------------------------	--------------	------------	--------------	---------------	---------------	----------	----------	---------------

Fiscal years may not add up to the FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.



Project Title	Budget Estimates (000 of Dollars)							Total FYs 2007-2012
	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	

## GENERAL SERVICES ADMINISTRATION

Internal Revenue Service Bldg.	52,171	0	0	17,160	0	53,430	0	70,590
Eisenhower EOB	116,508	116,197	0	65,846	0	0	0	182,043
GSA, National Office Bldg.	13,000	185,506	0	0	0	0	0	185,506
FOB 8	142,633	47,769	0	0	0	0	0	47,769
FOB 10A	0	0	0	21,600	0	0	0	21,600
GSA, Regional Office Bldg.	11,160	93,100	0	0	0	0	0	93,100
Robert C. Weaver Federal Bldg.	0	0	0	0	10,000	0	0	10,000
State, Harry S Truman Bldg.	98,508	39,110	0	10,000	0	0	0	49,110
Commerce, H.C. Hoover Bldg.	16,900	0	121,600	0	160,300	0	0	281,900
Mary E. Switzer Bldg.	89,060	27,270	0	0	0	0	0	27,270
Department of the Interior Bldg.	104,926	83,929	0	35,950	37,370	0	0	157,249
Lafayette Bldg.	8,470	57,920	51,780	0	0	0	0	109,700
Wilbur J. Cohen Bldg.	0	0	0	20,000	0	0	0	20,000
Hubert Humphrey Bldg.	0	9,890	67,866	0	0	0	0	77,756
New Executive Office Bldg.	0	0	10,000	0	100,000	0	0	110,000
Labor, Frances Perkins Bldg.	0	0	36,000	0	75,000	0	0	111,000
Federal Trade Commission Bldg.	0	0	7,200	0	50,000	0	0	57,200
Forrestal Bldg.	0	0	12,000	0	100,000	0	0	112,000
Prettyman U.S. Courthouse	0	16,110	0	100,160	74,506	0	0	190,776
J.E. Hoover Bldg.	0	0	36,000	0	100,000	0	0	136,000
Remote Delivery Service Center	0	35,000	0	0	0	0	0	35,000
St. Elizabeths Modernization	0	339,181	0	0	0	0	0	339,181
J.E. Hoover, Life and Safety	0	1,018	0	0	0	0	0	1,018
Postal Square, Life and Safety	0	10,000	0	0	0	0	0	10,000
Francis Perkins, Life and Safety	0	11,000	0	0	0	0	0	11,000
HUD, Life and Safety	0	429	0	0	0	0	0	429
FOB 10A, Life and Safety	0	419	0	0	0	0	0	419
IRS, Life and Safety	0	409	0	0	0	0	0	409
National Courts Windows	0	13,797	0	0	0	0	0	13,797
HOTD Steam Distribution	2,000	78,783	0	0	0	0	0	78,783
T. Roosevelt Reheat	0	2,700	0	0	0	0	0	2,700
Nebraska Avenue Complex (NAC)	0	15,662	0	0	0	0	0	15,662
Southeast Federal Center Remediation	0	15,000	0	0	0	0	0	15,000
U.S. Coast Guard Headquarters (St. E)	0	77,858	0	0	0	0	0	77,858
<b>Total in District of Columbia</b>	<b>655,336</b>	<b>1,278,057</b>	<b>342,446</b>	<b>270,716</b>	<b>707,176</b>	<b>53,430</b>	<b>0</b>	<b>2,651,825</b>

## DEPARTMENT OF HOMELAND SECURITY

### U.S. Coast Guard Station

Construct New Station Building	0	0	2,180	0	0	0	0	2,180
<b>Total in District of Columbia</b>	<b>0</b>	<b>0</b>	<b>2,180</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,180</b>

## DEPARTMENT OF THE INTERIOR

### National Park Service

Rehab. Executive Residence	35,569	6,219	6,668	0	0	0	0	12,887
T. Roosevelt Memorial Rehab.	0	0	0	1,706	0	0	0	1,706
Provide Accessibility to Ford's Theatre	0	3,114	3,521	0	0	0	0	6,635
Georgetown Waterfront Park	9,196	0	0	0	0	0	0	7,342
National Mall Management Plan	743	—	—	—	—	—	—	0
<b>Total in District of Columbia</b>	<b>45,508</b>	<b>9,333</b>	<b>10,189</b>	<b>1,706</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28,570</b>

Fiscal years may not add up to the FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

Project Title	Budget Estimates (000 of Dollars)							Total FYs 2007-2012
	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	

## DEPARTMENT OF THE NAVY

<b>Naval Observatory</b>								
Atomic Clock Vault	0	3,200	0	0	0	0	0	3,200
<b>Subtotal</b>	<b>0</b>	<b>3,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,200</b>
<b>Naval Research Laboratory</b>								
Autonomous Research Lab	0	0	0	17,100	0	0	0	17,100
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,100</b>
<b>Washington Navy Yard</b>								
Renovate Building W-200	0	75,000	0	0	0	0	0	75,000
Renovate Building W-111	0	0	0	28,300	0	0	0	28,300
Build New NSM Warehouse	0	0	0	6,000	0	0	0	6,000
<b>Subtotal</b>	<b>0</b>	<b>75,000</b>	<b>0</b>	<b>34,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>109,300</b>
<b>Total in District of Columbia</b>	<b>0</b>	<b>78,200</b>	<b>0</b>	<b>51,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>129,600</b>

## SMITHSONIAN INSTITUTION

Anti-Terrorism Protection*	21,825	0	15,200	18,500	25,800	18,300	25,000	102,800
NMNH Revitalization	127,200	27,400	33,000	32,000	33,000	33,000	33,000	191,400
Revitalize NMAH	36,800	13,500	0	0	0	0	0	13,500
Restore Renwick Gallery	0	0	1,000	2,000	25,000	0	0	28,000
Restore Hirshhorn Plaza	0	0	1,000	1,000	20,000	0	0	22,000
Freer Gallery Restoration	0	0	1,000	0	9,000	0	0	10,000
NMAAHC	0	0	2,000	0	0	0	0	2,000
Quadrangle Roof Mech./ Systems	0	0	0	4,000	1,850	64,500	0	70,350
<b>Subtotal</b>	<b>185,825</b>	<b>40,900</b>	<b>53,200</b>	<b>57,500</b>	<b>114,650</b>	<b>115,800</b>	<b>58,000</b>	<b>440,050</b>

The following project is funded primarily from private funds, not funds appropriated by the federal government.

POB Landscaping/Stair Reconstruction**	—	—	—	—	—	—	—	32,700
--	---	---	---	---	---	---	---	--------

<b>National Zoological Park</b>								
Africa Exhibit	0	0	0	0	4,000	2,000	20,000	26,000
Asia Trail	60,800	13,000	9,000	0	0	0	0	22,000
Valley Revitalization	0	0	2,000	4,000	20,000	20,000	0	46,000
<b>Subtotal</b>	<b>60,800</b>	<b>13,000</b>	<b>11,000</b>	<b>4,000</b>	<b>24,000</b>	<b>22,000</b>	<b>20,000</b>	<b>94,000</b>
<b>Total in District of Columbia</b>	<b>246,625</b>	<b>53,900</b>	<b>64,200</b>	<b>61,500</b>	<b>138,650</b>	<b>137,800</b>	<b>78,000</b>	<b>566,750</b>

\*The Smithsonian Institution maintains facilities throughout the region; however, most of the Smithsonian Institution's facilities are within the District of Columbia. Therefore, within this FCIP this budget item is placed under the District of Columbia.

\*\*The agency has provided an overall budget amount, but not budget estimates by year.

Fiscal years may not add up to the FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

Project Title	Prior Funding	Budget Estimates (000 of Dollars)						Total FYs 2007-2012
		FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	
DEPARTMENT OF STATE								
Security Upgrades, Truman Bldg.	1,552	772	10,586	10,381	7,732	3,737	573	33,781
Blast Resistant Windows	30,400	0	3,540	24,460	0	20,000	0	48,000
<b>Total in District of Columbia</b>	<b>31,952</b>	<b>772</b>	<b>14,126</b>	<b>34,841</b>	<b>7,732</b>	<b>23,737</b>	<b>573</b>	<b>81,781</b>

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

National Mall Road Improvements	76,600	2,000	7,000	1,575	0	0	0	10,575
Streetscape Improve/Juarez Circle	6,000	500	4,000	0	0	0	0	4,500
<b>Total in District of Columbia</b>	<b>82,600</b>	<b>2,500</b>	<b>11,000</b>	<b>1,575</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,075</b>

## UNITED STATES INSTITUTE FOR PEACE

Headquarters/Public Education Ctr.*	—	—	—	—	—	—	—	175,000
-------------------------------------	---	---	---	---	---	---	---	---------

\*The agency has provided an overall budget amount, but not budget estimates by year.

Fiscal years may not add up to the FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

---

<b>District of Columbia Total</b>	<b>1,195,071</b>	<b>1,466,710</b>	<b>540,262</b>	<b>518,828</b>	<b>948,958</b>	<b>271,867</b>	<b>145,573</b>	<b>4,107,240</b>
-----------------------------------	------------------	------------------	----------------	----------------	----------------	----------------	----------------	------------------

# District of Columbia

## DEPARTMENT OF AGRICULTURE

### U.S. NATIONAL ARBORETUM

#### **BLADENSBURG ROAD ENTRANCE**

*Recommended*

\$8,700,000 (estimated project cost during FYs 2007-2012). The new entrance will provide access at the west perimeter of the U.S. National Arboretum (USNA), providing an easily recognized visitor entry. This entrance will ease the flow of vehicular traffic and provide for a relocated visitor parking area. The project is anticipated to include a dedicated tram lane and a new tram shelter/ticket booth and new entrance gate/sentry station. This project received final site and building plan approval from NCPC in January 2004 and received concurrence from the District of Columbia Historic Preservation Office (DCHPO). Coordination is occurring with the Commission of Fine Arts (CFA) on this project. The estimated total project cost is \$9,072,000; the project has received \$1,100,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** At its January 8, 2004 meeting the preliminary and final design and building plans for this project were approved by delegated action of the Executive Director.

#### **CHINESE GARDEN**

*Recommended*

\$670,000 (estimated project cost during FYs 2007-2012). To enhance the traditional friendship between the Chinese and American people and deepen the American people's understanding of the Chinese garden culture, the United States and the People's Republic of China propose to construct a classical Chinese garden. This project will be jointly planned and constructed by the two governments. This project will include approximately 25 wooden structures, which will be fabricated in China using traditional Chinese construction techniques. The project also will include a 1.72-acre man-made lake. This project will be referred to NCPC, CFA, and DCHPO, and other agencies if required. The project will require master plan modification. Prior funding for the project was \$240,000.

*This project first appeared in the FYs 2006-2011 program.*

#### **FERN VALLEY NATIVE PLANT GARDEN**

*Recommended*

\$35,000 (estimated total project cost during FYs 2007-2012). This project includes constructing a new main entrance to Fern Valley from the ellipse, renovating paths, rebuilding bridges, standardizing seating, and making a portion of this area accessible. Preliminary design work has begun with the development of the scope of work. DCHPO concurrence was received on June 12, 2006. Prior funding for the project was \$75,000.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** At its August 3, 2006 meeting the preliminary and final site development plans for this project were approved by delegated action of the Executive Director.

#### **ASIAN VALLEY PATHS RENOVATION AND RESTROOM REPLACEMENT**

*Recommended*

\$1,597,000 (estimated total project cost). This project entails designing and constructing a new path system and nodes in the Asian collection, making a portion of the collection accessible to all persons, and linking it to other gardens and collections. The project also will replace public restroom facilities that are in poor condition. This portion of the project was previously presented in the FYs 2006-2011 program as *Replace Restroom (Asian Valley and National Grove of Trees)*. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required.

*This project first appeared in the FYs 2006-2011 program.*

## **HICKEY RUN STORM WATER ABATEMENT PROJECT**

*Recommended and Strongly Endorsed*

\$3,000,000 (estimated total project cost during FYs 2007-2012). This project replaces the existing system with a state-of-the-art system. The project will collect and remove floatable debris, oil, and grease from water within Hickey Run. This project will be referred to NCPC for approval of the final site development plan. The project was referred to the CFA and has received concurrence. The DCHPO has provided concurrence provided notification shall be made if prehistoric lithics are uncovered during excavation. This project is strongly recommended to improve water quality to the Anacostia River watershed.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** At its May 4, 2006 meeting the design concept for this project was approved by delegated action of the Executive Director.

## **AZALEA PATHS RENOVATION**

*Recommended*

\$1,500,000 (estimated total project cost). This project renovates the path system within the Azalea Collection to improve accessibility and maintenance. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required. The project has received \$75,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

## **EVENTS PAVILION**

*Recommended*

\$550,000 (estimated total project cost). In accordance with the 2000 Master Plan, this project will provide for a newly constructed pavilion that will eventually be enclosed. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required.

*This project first appeared in the FYs 2006-2011 program.*

## **ELLIPSE AREA DEVELOPMENT**

*Recommended*

\$500,000 (estimated total project cost). This project will further link the path system and provide for a new display garden featuring the origin of cultivated ornamentals. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required.

*This project first appeared in the FYs 2006-2011 program.*

## **GREENHOUSE COMPLEX RENOVATION**

*Recommended*

\$2,627,000 (estimated project cost during FYs 2007-2012). The USNA Greenhouse Complex Renovation will be done in phases. Phase 1 consists of demolishing the existing 14,600-square-foot glass greenhouse and constructing a new 6,300 to 7,700-square-foot glass greenhouse with a covered walkway between the existing headhouse, Building 018, and the new greenhouse. Phase I, will replace a 40-year-old greenhouse. Phase 2 consists of renovating Building 018 which will serve as a headhouse. The exterior of the two-story building would not change from the existing pre-cast concrete wall panels and large windows; this work will be a replacement-in-kind maintenance activity. This project, as revised in 2006, was resubmitted to DCHPO on May 24, 2006, although initial concurrence was received in February 2004, and no adverse effect is anticipated. A revised submission was also sent to CFA and concurrence received on June 14, 2006, with recommendations. The estimated total project cost is \$6,800,000; the project has received \$4,173,000 in prior funding.

*This project first appeared in the FYs 2004-2009 program.*

**Comment:** At its March 4, 2004 meeting, NCPC approved preliminary and final site and building plans to construct a new headhouse and greenhouse for the USNA. At its July 7, 2006 meeting NCPC approved the revised final site and building plans for this project.

## **LAB/OFFICE FACILITY**

*Recommended*

\$1,900,000 (estimated total project cost). The USNA laboratory is currently located in the Administration Building, constructed in 1961. The new facility will house 3,400-gross-square-feet of laboratory space, consisting of four laboratories and one general wet laboratory to support USNA's research requirements. The facility also will have five offices, storage space, and an equipment room. The new laboratory will have separate HVAC, electrical, and fire protection systems. The exterior facade will be reinforced concrete panels, similar to the adjacent Administration Building.

DCHPO and CFA will have an opportunity to provide concurrences/comments on the design submittals. An environmental review also will be performed.

*This project first appeared in the FYs 2005-2010 program.*

## **ADMINISTRATION BUILDING MODERNIZATION**

*Recommended*

\$13,394,000 (estimated project cost during FYs 2007-2012). The USNA Administration Building was constructed in 1961 and consists of 36,178 gross-square-feet including offices, laboratories, an auditorium, and a herbarium. The facility is a one-story building with a basement. In FY 1991, the ARS conducted a Facility Condition Study that identified numerous age-related facility deficiencies in the mechanical, electrical, and plumbing systems; the roofing; and the infrastructure. The modernization will include upgrading the HVAC, electrical, and fire protection systems. It will replace or repair the facility's deteriorated finishes and create use-group separation by changing the layout of the building. This renovation also will include electrical power upgrades, exterior facade work, parking improvements, a new entry vestibule, and window replacement for energy efficiency. The modernized facility will comply with the Architectural Barriers Act of 1968, as amended. The exterior concrete facade panels will be repaired or replaced, and the entrance will be upgraded. Consultation has occurred with DCHPO and CFA; concurrences have been received. Coordination with CFA is ongoing. Current total employment is 33; projected employment following improvements is 42. The estimated total project cost is \$14,300,000; the project has received \$906,000 in prior funding.

*This project first appeared in the FYs 2000-2004 program.*

**Comment:** At its May 6, 2004 meeting, NCPC approved preliminary and final site and building plans to modernize the Administration Building.

## **EDUCATION AND VISITOR CENTER**

*Recommended*

\$31,745,000 (estimated total project cost). The project will construct a 50,000-square-foot building to meet growing needs for formal and informal science education space. The facility will assist in the fulfillment of the USNA's mission as a research and education facility. DCHPO and CFA will have an opportunity to comment on the design submittals. An environmental review will be performed.

*This project first appeared in the FYs 2000-2004 program.*

# **USDA HEADQUARTERS**

## **AGRICULTURE SOUTH BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$265,600,000 (estimated project cost during FYs 2007-2012). The Agriculture South Building located at 14th and Independence Avenue NW, was constructed between 1930 and 1936 and was designed to house offices and laboratories. It is a seven-story steel frame and masonry building with 1,189,140 square feet of usable space. Previous renovations converted laboratories to office space. The objectives of this project include: upgrading existing life safety, mechanical, electrical, and plumbing systems to comply with current codes; conforming to the barrier-free accessibility requirements; preserving and enhancing the historically significant aspects of the original architecture; and upgrading common-use office spaces to conform to current standards. Benefits of this project include reducing leased office space by increasing building capacity; achieving a more energy-efficient building by replacing mechanical systems; and creating a more safe and comfortable work environment that enhances productivity. The Agriculture South Building is eligible for listing on the National Register of Historic Places (NRHP). Requirements of Section 106 of the National Historic Preservation Act of 1966 were completed prior to beginning Phase I. An environmental analysis is not applicable to this project. LEED certification is a goal. There are currently 6500 employees; but, through the use of open-office landscaping with modular furniture, the post improvement population is expected to be 6,800. Parking will be unchanged, with 466 spaces. The estimated total project cost is \$388,600,000; the project has received \$123,000,000 in prior funding.

*This project first appeared in the FYs 1995-1999 program.*

**Comment:** NCPC approved preliminary site and building plans for this project at its meeting on July 31, 1997. Final site and building plans for Phases I and II were approved on October 2, 1997 and July 31, 1998, respectively. Final site and building plans for Phase III were approved on October 3, 2002.

## **PERIMETER SECURITY**

*Recommended and Strongly Endorsed*

\$14,600,000 (estimated project cost during FYs 2007-2012). The perimeter security project includes a series of bollards, plinth walls, planter and retaining walls, as well as other devices, which will surround the buildings at the USDA Headquarters Complex located at 14th and Independence Avenue SW. The USDA completed an environmental assessment in September 2004. The total cost of this project is estimated to be \$14,985,000; the project has received \$385,000 in prior funding.

*This project first appeared in the FYs 2002-2007 program.*

**Comment:** At its May, 6, 2004 meeting, NCPC approved the concept site plans for perimeter security for this project, and commended the U.S. Department of Agriculture for adopting a unified approach in developing the concept for enhanced perimeter security for its Headquarters Complex. In addition, as the U.S. Department of Agriculture develops preliminary and final site development plans, the Commission recommends that they:

- Increase bollard spacing throughout to the full extent practicable and in accordance with current recommendations of the Interagency Security Committee. This applies particularly to vehicular entrances to the South Building from C Street, where bollards intrude into the pedestrian path and bollard placement precludes high-speed vehicle approaches.
- Increase pedestrian circulation and queuing space at all street corners where the concept recommends bollards, and ensure that bollard spacing and placement does not obstruct wheelchair access on and around handicapped ramps.
- Provide additional street trees and hardened benches, particularly along Independence Avenue adjacent to the Whitten and South Buildings.
- Minimize use of wedge-type vehicle barriers at driveways. Where required, these barriers should be located so that their visibility from adjacent sidewalks is minimized.
- Coordinate with the Washington Metropolitan Area Transit Authority regarding the placement of other bollards and security elements around the existing Metro station entrance at the northeast corner of the South Building, at the intersection of 12<sup>th</sup> Street and Independence Avenue.
- Relocate bollards along 12<sup>th</sup> Street at the west side of the Cotton Annex to the building yard, or provide additional justification for the threat level assigned to this facility.

*NCPC recommends that the following project be included in the agency budget as soon as fiscal and budgetary conditions permit.*

## **CONVERSION OF THE DEPARTMENT OF AGRICULTURE BUILDING ON THE NATIONAL MALL TO A PUBLIC USE**

*Recommended for Future Programming*

Undertake a study to determine the possibility of creating a more public use of the current Department of Agriculture Headquarters Building that is appropriate to its National Mall location. Consider the adaptive reuse of the building to a Museum of American Agriculture that highlights the accomplishments of U.S. agricultural progress and contributions to the world.

*This project first appeared in the FYs 1987-1991 program.*

# **DEPARTMENT OF THE AIR FORCE**

## **AIR FORCE DISTRICT OF WASHINGTON, BOLLING AIR FORCE BASE**

### **PHYSICAL FITNESS CENTER**

*Recommended*

\$17,900,000 (estimated total project cost FYs 2007-2012). This project is for the construction of a 55,844-square-foot physical fitness facility. The existing facilities will probably be converted to new uses or may be demolished.

*This project first appeared in FYs 2001-2005 program.*

### **CIVIL ENGINEERING MAINTENANCE AND READINESS FACILITY**

*Recommended*

\$3,900,000 (estimated total project cost FYs 2007-2012). This project provides for the design and construction of a 12,325-square-foot facility that will contain four civil engineering shops to include HVAC, entomology, readiness, and utilities. In order to best maintain and support the installation, it is critical that the squadron shops be located in the geographical area and that sufficient space be provided to conduct operations. This project will complete consolidation of all shops in the same area and correct space deficiencies and substandard conditions of the decentralized locations.

*This is a new project in this FYs 2007-2012 program.*

#### **FORCE PROTECTION SOUTH GATE**

*Recommended*

\$8,487,000 (estimated total project cost FYs 2007-2012). This project provides for adequate force protection for the base personnel and facilities. This requires the construction of a new gate for the security forces to perform personnel identification, vehicle inspections, and prevent unauthorized vehicles from entering the installation. Estimated total project cost is \$8,562,000; the project has received \$75,000 in prior funding.

*This is a new project in this FYs 2007-2012 program.*

#### **COMMUNICATION FRAME FACILITY**

*Recommended*

\$2,350,000 (estimated total project cost FYs 2007-2012). This project provides for the construction of a two-story, metal-framed, brick-veneer facility to house telephone and data network components as well as control and maintenance activities. The proposed facility will provide space for cable trays, racks, conduit entry and exit, and a loading dock.

*This is a new project in this FYs 2007-2012 program.*

#### **ADDITION/ALTERATION CHILD DEVELOPMENT CENTER**

*Recommended*

\$9,300,000 (estimated total project cost FYs 2007-2012). This project provides for a two-room addition to Building 4455 and renovates and alters Building 4456 to provide a total child care capacity of 602 in the Child Development Center buildings.

*This is a new project in this FYs 2007-2012 program.*

## **DEPARTMENT OF THE ARMY**

### **ARMED FORCES RETIREMENT HOME**

*Funding for this project is provided by income and interest from a trust fund supported by an active-duty paid by soldiers and airmen, military fines levied against troops, and fees from residents living at the home.*

#### **CONSTRUCT LONG-TERM CARE BUILDING**

*Recommended*

\$26,400,000 (estimated total project cost). This project calls for the construction of a new 78,000-square-foot Long-Term Care Building to house 126 residential rooms with parking garage below the building, on the campus at 3700 North Capital Street NW, Washington, DC. The residential rooms will be clustered around activity and program spaces connected by common areas. The first floor program space will include multi-function rooms, physical/occupational therapy space, administrative offices, housekeeping, rehabilitation, education, etc. This facility will serve as a replacement for an existing health care building.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** At its meeting of February 2, 2006, NCPC reviewed a draft Master Plan for the Armed Forces Retirement Home.

## **MILITARY DISTRICT OF WASHINGTON, FORT MCNAIR**

#### **JOINT FORCES HEADQUARTERS, NATIONAL CAPITAL REGION**

*Recommended*

\$20,500,000 (estimated total project cost). This new facility will provide a safe and secure operational environment for military and civilian staff and representatives from services and agencies functioning together as the Joint Forces Headquarters-National Capital Region (JFHQ-NCR). The JFHQ-NCR is charged with planning, coordination and maintaining situational awareness and employing forces for homeland defense in the NCR. Currently, JFHQ-NCR occupies portions of two facilities on Fort McNair. Current space is very cramped and is detrimental to successful and efficient operations. Adequate facilities are essential for successful execution of this mission and protection of the NCR.



This project will include a two-story operations facility with partial basement consisting of office and operational space, conference rooms, support areas and storage areas. The new facility will connect to existing utilities and will meet current anti-terrorism/force protection (AT/FP) requirements. The exact location on Fort McNair for this project has not been finalized. Extensive historic preservation consultation will be required due to the planned location of this facility in the historic district.

*This is a new project in this FYs 2007-2012 program.*

#### **MODERNIZE INTER-AMERICAN DEFENSE COLLEGE (IADC)**

*Recommended*

\$10,000,000 (estimated total project cost). This project is to upgrade the existing Inter-American Defense College (IADC) facility (Building 52) at Fort McNair. The IADC is a specialized academic center for Western Hemispheric defense and security. Building 52, located in the Fort McNair Historic District, is approximately 100 years old and was originally constructed as a barracks building. Through multiple changes of use and partial upgrades in the past century, the building has emerged as a marginal environment for the high profile, international, academic forum it is intended to be. As such, the effectiveness of the instruction, the efficiency of multi-use functions, and the public image portrayed to the international community are all diminished.

The two-story structure with full basement will be upgraded and reconfigured to provide space for 60 students enrolled in IADC's one-year course and improve the efficiency and effectiveness of its 55 staff members. Required upgrades include providing handicapped access, correcting fire safety violations, replacing antiquated and failing utility systems, and repairing interior finishes. Exterior elements of the historic building, including doors and windows, may be restored.

*This is a new project in this FYs 2007-2012 program.*

#### **MODERNIZE MP BARRACKS, BUILDING 48**

*Recommended*

\$7,300,000 (estimated total project cost). This project will upgrade current unaccompanied enlisted personnel housing in Building 48 for 44 military personnel assigned to Fort McNair. Current barracks spaces, located on the third floor of Building 48, do not meet current Army standards for personnel housing. Rooms will be reconfigured to maximize privacy and storage space for soldiers. Toilet and shower facilities along with community recreation lounges will be refurbished to support soldiers who live in Building 48. Facility upgrades will include modernizing or replacing all utilities including electrical service, energy monitoring and control system connections, communications, water, sewer, and gas. At this time, there are no plans for exterior renovations to this building, located in the Fort McNair Historic District.

*This is a new project in this FYs 2007-2012 program.*

### **WALTER REED ARMY MEDICAL CENTER, MAIN SECTION**

This facility was subject to substantial changes as a result of the Base Realignment and Closure actions. A more detailed discussion of the BRAC actions and activities at this facility are listed on pages 31-33.

### **U.S. ARMY CORPS OF ENGINEERS**

#### **WASHINGTON D.C. AND VICINITY FLOOD CONTROL PROJECT**

*Recommended and Strongly Endorsed*

\$3,904,000 (estimated project cost during FYs 2007-2012). The existing flood protection project for downtown Washington, D.C. consists of a levee between the Lincoln Memorial and Washington Monument, a raised section of P Street, SW, adjacent to Fort McNair, and three temporary closures. This project will make the closures at 23rd Street and Constitution Avenue, NW and 2nd and P Streets, SW permanent. The temporary closure at 17th Street, NW has been redesigned to improve its reliability and minimize the time required for construction during flood events. The authorized modifications will bring the top of the existing levee along the Reflecting Pool (between 23rd and 17th Streets) to a uniform elevation and increase the level of freeboard protection provided. Three control structures have also been added to prevent backflow through the storm sewer system.

Flooding on the Potomac River in Washington, D.C. is affected by tidal flooding from the Chesapeake Bay and upstream flood flows on the Potomac River. The existing project, which began operation in 1940, was constructed to protect against a flood discharge of 700,000 cubic feet per second on the Potomac River. Subsequent to project completion, P Street settlement and construction in Potomac Park increased the gap in the protection. Due to the experience of the

1942 flood, the Flood Control Act of 1946 authorized improvements to restore the design level of protection and improve the project's operation. The project's total effectiveness depends on implementing the improvements authorized in 1946. At present, project operation continues to require implementation of emergency measures such that the project's ability to provide the design level of protection is questionable.

The project, which is awaiting construction funding, was authorized by the Flood Control Act of 1946, the Water Resources Development Act of 1996, and the Water Resources Development Act of 1999. All the historical properties were evaluated as part of the General Design Memorandum, dated May 1992. No historical landmarks will be affected by the proposed project.

An environmental assessment, including a Finding of No Significant Impact, is included in the final General Design Memorandum, dated May 1992. The Supplement to the General Design Memorandum, dated June 1996, included an environmental assessment and Finding of No Significant Impact addressing changes since the General Design Memorandum was prepared.

The estimated total project cost is \$7,000,000; the project has received \$3,096,000 in prior funding.

*This project first appeared in the FYs 2000-2004 program.*

## GENERAL SERVICES ADMINISTRATION

**General Comment:** NCPC strongly endorses a comprehensive program for the timely modernization and careful restoration of historically significant features of the General Services Administration (GSA) buildings in the monumental core.

### INTERNAL REVENUE SERVICE BUILDING MODERNIZATION

*Recommended and Strongly Endorsed*

\$70,590,000 (estimated project cost during FYs 2007-2012). The project will upgrade and replace major building systems at the IRS Building located at 1111 Constitution Avenue, NW. The initial phase of the project will include upgrading building systems and replacing a collapsing basement floor slab. Replacement is also planned for building moats and basement-level mechanical and electrical systems. Work will include the upgrade of fire, life safety, and electrical distribution systems; replacement of HVAC equipment; repair/replacement of ceilings and lights; placement of interior architectural features as needed; relocation of walls and partitions to suit tenant space needs; restoration of historically significant spaces; and alterations to ensure compliance with all accessibility codes. Cleaning and repointing the stone/masonry exterior of the building is also planned. The IRS building houses 3,856 employees in a total of 667,665 occupiable square feet of space. The total cost of the project is estimated to be \$333,431,000; the project has received \$52,171,000 in prior funding.

*This project first appeared in the FYs 1993-1997 program.*

### EISENHOWER EXECUTIVE OFFICE BUILDING MODERNIZATION

*Recommended and Strongly Endorsed*

\$182,043,000 (estimated project cost during FYs 2007-2012). Phase II of the project will upgrade and improve the primary and secondary electrical distribution and telecommunication systems and piping and ductwork for future HVAC systems in the building located at 17th Street and Pennsylvania Avenue, NW. The total cost of the project is estimated to be \$298,551,000; the project has received \$116,508,000 in prior funding.

*This project first appeared in the FYs 1993-1997 program.*

## **GENERAL SERVICES ADMINISTRATION, NATIONAL OFFICE BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$185,506,000 (estimated project cost during FYs 2007-2012). The project will upgrade and replace the mechanical, electrical, plumbing, and life and fire safety systems in the 710,431-gross-square-foot office building located at 18th and F Streets, NW. Additional work includes demolishing the existing receiving and support building in the west courtyard; demolishing the existing office and generator support building in the center of the east courtyard; and adding a new structure of approximately 105,000 square feet connecting the south end of the three legs of the building. Complete renovation will also include adding new passenger and freight elevators; generally improving the building's space-use efficiency; and enhancing the building's estimated market value while preserving its historically significant elements. Since its construction in 1917, the building has never undergone a complete systems modernization. The total cost of the project is estimated at \$198,506,000; the project has received \$13,000,000 in prior funding.

*This project first appeared in the FYs 2001-2005 program.*

**Comment:** At its February 3, 2005, meeting, NCPC approved the concept plans for this project and concurred with GSA's proposal to create an E Street entrance to improve both the function and appearance of the building. Understanding that GSA had not decided on an entrance design and that there were no budgeted funds for it, NCPC excepted the submitted E Street entrance design from approval and recommended further study of proposed designs prior to the submission of preliminary site and building plans. In addition, NCPC required GSA to submit a perimeter security design as part of its preliminary site and building plans.

## **FEDERAL OFFICE BUILDING 8 MODERNIZATION**

*Recommended and Strongly Endorsed*

\$47,769,000 (estimated project cost during FYs 2007-2012). The project will completely renovate the 545,000 gross-square-feet of space in FOB 8, located at Second and C Streets, SW. The building, which currently houses laboratory space, will be renovated for office use. The estimated total cost of the project is \$190,402,000; the project has received \$142,633,000 in prior funding.

*This project first appeared in the FYs 1994-1998 program.*

**Comment:** At its September 8, 2005 meeting, NCPC recommended that clear, untinted glass be used at the ground-floor level to allow maximum visual access to the building interior, and that mirrored or highly reflective glass not be used at any level of the structure. NCPC also recommended that the applicant consult with staff in developing a concept for perimeter security that is integrated with the landscape and defers comment on the landscape until more information on perimeter security is included. NCPC finds that the project as submitted is not yet consistent with relevant policies, including Policies 16 and 20 of the "National Capital Urban Design and Security Plan Objectives and Policies," which NCPC adopted on May 5, 2005.

## **FEDERAL OFFICE BUILDING 10A MODERNIZATION**

*Recommended and Strongly Endorsed*

\$21,600,000 (estimated project cost during FYs 2007-2012). The project will upgrade and renovate a 942,083-gross-square-foot building with parking. The facility is located at 800 Independence Avenue, SW. Work will include repairing and replacing major building systems, renovating the overall interior, and making minor exterior repairs and alterations.

*This project first appeared in the FYs 1994-1998 program.*

## **GENERAL SERVICES ADMINISTRATION, REGIONAL OFFICE BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$93,100,000 (estimated project cost during FYs 2007-2012). The project is a two-phased modernization that will bifurcate the existing structure at 7th and D Streets, SW—yielding two distinct addresses with separate security—while creating a shared central lobby and centralized mechanical and building support systems. This modernization includes improvements to the mechanical and central heating, ventilating, and air-conditioning systems; and overall reconstruction of the interior space, including the correction of fire and life safety deficiencies. GSA-National Capital Region will occupy one half of the structure while the other half will be used as swing space for tenants during other building modernization projects. The estimated total cost of the project is \$168,300,000; the project has received \$11,160,000 in prior funding.

*This project first appeared in the FYs 1992-1996 program.*

**Comment:** At its April 1, 2004, meeting, NCPC approved preliminary and final site and building plans to construct temporary beam gates and to locate concrete planters and one prefabricated guard booth.

## **DEPARTMENT OF STATE, HARRY S TRUMAN BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$49,110,000 (estimated project cost during FYs 2007-2012). The project will modernize, upgrade, and replace the major building systems at the Main Building located at 2201 C Street, NW. Work includes upgrading fire, life safety, and electrical distribution systems; replacing HVAC equipment; repairing/replacing ceilings and lights; replacing interior architectural features as needed; relocating walls and partitions to suit tenant space needs; making alterations to ensure compliance with all accessibility codes; and restoring historically significant features and spaces. The total cost of the project is estimated to be \$147,618,000; the project has received \$98,508,000 in previous funding.

*This project first appeared in the FYs 1992-1996 program.*

**Comment:** At its December 2, 2004 meeting NCPC approved a design concept for perimeter security at the Department of State Harry S Truman Building. At its meeting on April 6, 2006, through a delegated action of the executive director, NCPC approved preliminary site and building plans for interim security screening structures at the building entrances.

## **DEPARTMENT OF COMMERCE, HERBERT C. HOOVER BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$281,900,000 (estimated project cost during FYs 2007-2012). The project will upgrade and replace major building systems in a 69-year-old building located at 14th Street and Constitution Avenue, NW. The seven-story headquarters building has 1,913,245 occupiable square feet. Work includes upgrading fire and life safety, mechanical, plumbing, and electrical distribution systems; replacing HVAC equipment, ceilings, and lighting systems; and making limited tenant alterations. Restoring historically significant spaces, complying with all accessibility codes, and recapturing usable space are all included in the project plans. The six-phase modernization will allow the Department of Commerce to consolidate operations from leased space and utilize the building more efficiently. Changes proposed include an infill tower in one courtyard to provide swing space for each phase of the modernization, as well as long-term housing for elements currently located in swing space. The total cost of the project is estimated to be \$541,000,000; the project has received \$16,900,000 in previous funding.

*This project first appeared in the FYs 1993-1997 program.*

**Comment:** At its April 6, 2006, meeting, NCPC commented favorably on the design concept for Phase 1 of the Herbert C. Hoover Building modernization, with the exception of the perimeter security and streetscape elements. The Commission found the proposal for perimeter security to be premature and recommended that further action be deferred until it could be coordinated with efforts to develop a comprehensive design solution for the entire Federal Triangle, including Pennsylvania and Constitution Avenues.

## **MARY E. SWITZER BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$27,270,000 (estimated project cost during FYs 2007-2012). The project will improve the HVAC system in the Switzer Building, located at 330 C Street, SW. The overall condition of the interior space—including corrections of fire and life safety deficiencies—will also be improved. The 591,301-square-foot building houses 2,528 employees, primarily from the Department of Education. The estimated total project cost is \$116,330,000; the project has received \$89,060,000 in prior funding.

*This project first appeared in the FYs 1999-2003 program.*

**Comment:** At its January 8, 2004 meeting, NCPC approved preliminary site and building plans for the building modernization. At its March 3, 2005 meeting, through a delegated action, the executive director approved the final site and building plans for the project.

## **DEPARTMENT OF THE INTERIOR BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$157,249,000 (estimated project cost during FYs 2007-2012). This project will upgrade and replace major building systems in the 1,309,266-gross-square-foot min Interior Building located at 19th and C Streets, NW. The building was designed for and has been exclusively occupied by the Department of the Interior since its construction in 1936. Work will include the upgrade of fire, life safety, and electrical distribution systems; replacement of HVAC equipment; repair/replacement of ceilings and lights; replacement of interior architectural features as needed; relocation of walls and partitions to suit tenant space needs; alterations to ensure compliance with all accessibility codes; and restoration of historically significant spaces. The estimated total cost of the project is \$262,175,000; the project has received \$104,926,000 in prior funding.

*This project first appeared in the FYs 1992-1996 program.*

**Comment:** At its July 25, 1996 meeting, NCPC approved the preliminary site and building plans for the renovation and modernization of the Department of the Interior Headquarters Building, 1849 C Street, NW. The Commission requested that GSA coordinate the design of all elements with DCSHPO and Advisory Council on Historic Preservation, in accordance with the Section 106 review process. In addition, the Commission recommended that, in order to reduce their visual prominence, GSA give special attention to the exterior access ramps at the north and south entrances and the height and location of the rooftop stair enclosures. By delegated action NCPC approved the final building plans for the relocation of a proposed stairwell on the north side of the building.

## **LAFAYETTE BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$109,700,000 (estimated project cost during FYs 2007-2012). The project in this 598,652-gross-square-foot building is for the two-phase repair and replacement of all major building systems, usable space recapture, basic tenant improvements, preservation of historic elements, and security upgrades. The building is occupied by the Department of Veterans Affairs and the Export-Import Bank of the United States. The estimated total cost of this project is \$118,170,000; the project has received \$8,470,000 in prior funding.

*This project first appeared in the FYs 1992-1996 program.*

**Comment:** At its May 4, 2006, meeting, NCPC approved preliminary building plans for modernization of the Lafayette Building. NCPC advised GSA that the perimeter security portion of the project as proposed did not meet any of the Commission's criteria for categorical exclusion under the National Environmental Policy Act (NEPA), in which case an environmental assessment may be required. NCPC recommended that in further development of the design for perimeter security, GSA develop a variety of hardened streetscape elements along Vermont Avenue as proposed for this area in the *National Capital Urban Design and Security Plan*; preserve the historic retail uses along 15th Street and ensure that adjacent security elements do not impede the area's commerce and vitality; and coordinate with the adjacent property owner to develop design strategies for providing perimeter security at the public alley from 15th Street.

## **WILBUR J. COHEN BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$20,000,000 (estimated total project cost). The project will upgrade and replace the mechanical, electrical, plumbing, life and fire safety systems; improve accessibility; and abate hazardous materials in the 1,072,705-gross-square-foot office building located at 300 Independence Avenue, SW.

*This project first appeared in the FYs 1992-1996 program.*

**Comment:** At its July 8, 2004 meeting, through a delegated action of the executive director, NCPC approved temporary security barriers for a period not to exceed six months.

## **DEPARTMENT OF HEALTH AND HUMAN SERVICES, HUBERT H. HUMPHREY BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$77,756,000 (estimated total project cost). The project will upgrade and replace the mechanical, electrical, plumbing, life and fire safety systems; improve accessibility; and abate PCBs, lead paint, asbestos, and hazardous materials.

*This project first appeared in the FYs 2001-2005 program.*

## **NEW EXECUTIVE OFFICE BUILDING SYSTEMS REPLACEMENT**

*Recommended and Strongly Endorsed*

\$110,000,000 (estimated total project cost). The project will replace HVAC, plumbing, and sewage systems. Work also includes replacing the electrical distribution system, implementing the wiring plan, and abating asbestos. This 426,516-gross-square-foot building is occupied by the Executive Office of the President.

*This project first appeared in the FYs 2002-2007 program.*

## **DEPARTMENT OF LABOR, FRANCES PERKINS BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$111,000,000 (estimated total project cost). The project involves the design and Phase I modernization of a 1,690,119-gross-square-foot building (including parking area). Work includes upgrades to the HVAC system, the building interior and exterior, fire and safety systems, and elevators. The building will be made compliant with accessibility codes. Interior work will reduce the load factor and increase usable square feet.

*This project first appeared in the FYs 2001-2005 program.*

## **FEDERAL TRADE COMMISSION BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$57,200,000 (estimated total project cost). The project will repair a 301,870-gross-square-foot building. Work includes making repairs to the superstructure, foundation, exterior, and windows; and replacing electrical, mechanical, and plumbing systems. Also included are the restoration of historical features, additions of fire and life safety requirements, and the improvement of restrooms to make them compliant with accessibility codes.

*This project first appeared in the FYs 1993-1997 program.*

## **E. BARRETT PRETTYMAN U.S. COURTHOUSE MODERNIZATION**

*Recommended and Strongly Endorsed*

\$190,776,000 (estimated total project cost). The project will upgrade and replace major building systems of the 634,297-occupiable-square-foot building at 333 Constitution Avenue, NW. Work will include the upgrade of fire, life safety, and electrical distribution systems; the replacement of HVAC equipment; the repair and replacement of ceilings and lights; the replacement of interior architectural features as needed; the relocation of walls and partitions to suit tenant space needs; and alterations to ensure compliance with accessibility codes.

*This project first appeared in the FYs 2003-2008 program.*

## **J. EDGAR HOOVER BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$136,000,000 (estimated total project cost). The project will upgrade and replace major building systems in this building occupied by the Federal Bureau of Investigation, located at Pennsylvania Avenue and E Street between 9th and 10th Streets, NW. Work will include the upgrade of fire, life safety, and electrical distribution systems; the replacement of HVAC equipment; the repair and replacement of ceilings and lights; the replacement of interior architectural features as needed; the relocation of walls and partitions to suit tenant space needs; and alterations to ensure compliance with accessibility codes.

*This project first appeared in the FYs 2003-2008 program.*

**Comment:** At its January 5, 2006, meeting, through a delegated action of the executive director, NCPC approved preliminary site and building plans for the proposed FBI Visitor Center and security upgrades to the J. Edgar Hoover Building.

## **SOUTHEAST FEDERAL CENTER REMEDIATION**

*Recommended and Strongly Endorsed*

\$15,000,000 (estimated total project cost). The Southeast Federal Center property (SEFC) is an underutilized federal property with significant potential for development. The SEFC site is a 55.3-acre parcel located within the District of Columbia's southeast boundary along the Anacostia River. The site consists of two projects configured for development. The first site of 11 acres will provide a headquarters for the Department of Transportation. The second site, approximately 44 acres, is the subject of a request for proposals (RFP) for mixed-use development. This land may be privately purchased and developed via a ground lease arrangement scenario.

*This is a new project in this FYs 2007-2012 program.*

## **DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, ROBERT C. WEAVER BUILDING**

*Recommended*

\$10,000,000 (estimated project cost during FY 2007-2012). This project proposes to replace the fire alarm system in the Robert C. Weaver HUD building, at 451 Seventh Street, SW, Washington, DC, with a new fire alarm system that includes a voice communication component to comply with the national fire alarm code and GSA standards.

*This project first appeared in the FYs 2006-2011 program.*

## **FORRESTAL BUILDING MODERNIZATION**

*Recommended*

\$112,000,000 (estimated total project cost). This project calls for the installation of fire and life safety equipment in the Forrestal Building, located at 1000 Independence Avenue, SW. This building contains approximately 1,432,884 gross-square-feet of space with interior parking. Currently the Forrestal Building does not meet the fire and life safety code because it is not protected by a sprinkler system. In case of a fire, the fire alarm will sound, but there is no protection for the occupants or for the building. The original lights and wiring, which are installed in a tray ceiling, will need to be replaced as they pose a significant fire hazard. Asbestos, which is insulating the ceiling and wiring, will be abated.

*This project first appeared in the FYs 2002-2007 program.*

**Comment:** At its May 5, 2005, meeting, NCPC reviewed a series of alternatives for protecting the Forrestal Building against portable and vehicle-borne bombs and approved the concept design for Phase 1, Column Wraps; Phase 3, 10th Street Road Hardening; and Phase 6, Building Core Protection for Building A of the Forrestal Complex. NCPC disapproved the concept design for Phase 2, Blast Shield over 10th Street; Phase 4, Security Elements and 10th Street Road Work; and Phase 5, 10th Street Bollards and Guard Booths. The Commission required that any subsequent submission include a programmatic evaluation of removing the portion of the building mass (four column bays) that bridges over 10th Street.

## **REMOTE DELIVERY SERVICE CENTER**

*Recommended*

\$35,000,000 (estimated total project cost). The project will construct a material handling facility with an on-site laboratory to screen mail for the Executive Office of the President. The proposed Remote Delivery Facility II will consist of approximately 82,847 gross-square-feet of space (51,814 square feet of useable space).

*This project first appeared in the FYs 2005-2010 program.*

**Comment:** At its March 2, 2006 meeting, NCPC approved preliminary and final site and building plans for a federal search facility to be located at the U.S. Naval Station Anacostia Annex.

## **ST. ELIZABETHS HOSPITAL WEST CAMPUS MODERNIZATION**

*Recommended*

\$339,181,000 (estimated project cost during FYs 2007-2012). The project will upgrade and replace major building systems on the hospital's west campus. It will rebuild the infrastructure in preparation for the site's first federal tenant—the U.S. Coast Guard (USCG). The USCG's new national headquarters will be a combination of newly constructed and restored space. Infrastructure rebuilding will restore landscaping; clean storm water systems; replace underground pipes; upgrade selected fire protection systems; repair the waste water system; address general deferred maintenance; and repair and stabilize selected structures. The new headquarters will consolidate several leased locations into a single, federally owned

site, leading to economies of scale not currently enjoyed by the service. GSA plans for the new headquarters will follow the Design Excellence program and achieve a Silver LEED rating.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** NCPC staff has been consulting extensively with staff of GSA regarding plans for the rehabilitation of the St. Elizabeths West Campus. Review of a draft master plan for the campus is anticipated in fall 2006 and review of the final master plan in spring 2007. Submission of a design concept for the national headquarters of the USCG anticipated in late 2006 with review of final site and building plans in summer 2007. General deferred maintenance including rebuilding of infrastructure and repair and stabilization of selected structures is strongly encouraged.

## **FIRE AND LIFE SAFETY SYSTEMS**

Since September 11, 2001, agencies realize that communication during an emergency is critical. The following six projects will replace existing fire alarm systems in a number of buildings throughout the District of Columbia with new voice fire alarm systems to provide occupants with adequate protection during an emergency. The systems can be used for fire and other types of emergencies (e.g., shelter in place, partial evacuation). The program has received \$68,188 in previous funding for projects region wide.

### **J. EDGAR HOOVER BUILDING, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$1,018,000 (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

### **POSTAL SQUARE, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$10,000,000 (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

### **FRANCES PERKINS BUILDING, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$11,000,000 (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

### **DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$429,000 (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

### **FEDERAL OFFICE BUILDING 10A, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$419,000 (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

### **INTERNAL REVENUE SERVICE BUILDING, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$409,000 (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*



## **NATIONAL COURTS WINDOW REPLACEMENT**

*Recommended*

\$13,797,000 (estimated total project cost). This project will remove old window panes and install blast mitigating, energy-efficient panes at the building occupied by the Court of Appeals for the Federal Circuit and the Court of Federal Claims.

*This project first appeared in the FYs 2004-2009 program.*

## **HOTD STEAM DISTRIBUTION COMPLEX**

*Recommended*

\$78,783,000 (estimated project cost during FYS 2007-2012). This project will replace the buried steam distribution and condensate lines that supply steam and return condensate from the Heating Operation and Transmission District (HOTD) Central Heating Plant to 100 federal and District government buildings in metropolitan Washington, D.C. Replacing the lines will improve the reliability of the steam distribution system, reducing the likelihood of future line ruptures that can disrupt service and create hazards. The project is also expected to improve overall HOTD system efficiency through better insulated lines that reduce lost steam, return more condensate to the heating plant, and result in more efficient water use and lower costs. Design is planned for early FY 2006, with construction beginning in FY 2006 and completion planned for FY 2008. The estimated total project cost is \$80,783,000; the project has received \$2,000,000 in prior funding.

*This project first appeared in the FYs 2005-2010 program.*

## **THEODORE ROOSEVELT BUILDING REHEAT COILS**

*Recommended*

\$2,700,000 (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

## **NEBRASKA AVENUE COMPLEX**

*Recommended*

\$15,662,000 (estimated total project cost). This project will upgrade the primary electrical distribution system at the Nebraska Avenue Complex (NAC), 3801 Nebraska Avenue, NW, Washington, DC, occupied by the Department of Homeland Security (DHS). The existing primary electrical distribution system has been deemed inadequate to supply DHS with the level of electrical service required to perform its mission. The NAC is a 32-building complex constructed on 37.55 acres of land in northwest Washington, DC at the intersection of Nebraska and Massachusetts Avenues. The buildings consist of approximately 600,000 gross-square-feet of space built between 1916 and 1997. Originally a girls' seminary, the property was sold to the U.S. Navy in 1943 and has been occupied by the service since then, until passage of P.L. 108-268 in July 2004 which transferred the property to DHS. GSA proposes upgrading the primary electrical distribution system that serves 22 of the complex's buildings that are, or can be converted to, office space. The current system is served at 13.2KV from underground feeders and has the capacity to serve the entire complex under the present power loading of 4 watts per square foot. This capacity, however, does not meet DHS requirements of 18 watts per square foot. The proposed project will involve primary voltage distribution upgrades and individual building service upgrades plus replacement of the primary distribution system.

*This is a new project in this FYs 2007-2012 program.*

## **U.S. COAST GUARD HEADQUARTERS AT ST. ELIZABETHS HOSPITAL**

*Recommended*

\$77,858,000 (estimated total project cost). This project will redevelop the West Campus of St. Elizabeths Hospital, a 182-acre site including 61 buildings with approximately 1.1 million gross-square-feet (GSF) of space. An additional 2 million+ gross-square-feet can be constructed on site. Initial redevelopment is for USCG consolidation. The site also will be evaluated for the housing needs of other high-security federal tenants. The USCG is currently housed in several leased locations that are no longer suitable for their needs. Due to recent hiring efforts, USCG has outgrown their current location. A lack of suitable housing close to their current location indicates the need to relocate. The USCG also plans to consolidate up to 1,000,000 gross-square-feet to gain operational efficiencies.

*This is a new project in this FYs 2007-2012 program.*

*NCPC recommends that the following two projects be included in the agency budget as soon as fiscal and budgetary conditions permit.*

#### **FEDERAL TRIANGLE LIGHTING**

*Recommended for Future Programming*

Extend the architectural lighting treatment –currently proposed for installation on the exterior of the Main Justice Building – to the remaining buildings along Constitution Avenue, including the rest of the Federal Triangle frontages.

*This project was first submitted by NCPC in the FYs 1992-1996 program.*

#### **LAFAYETTE BUILDING EXTERIOR REFINISHING**

*Recommended for Future Programming*

Refinish the plain brick exterior walls of the Veterans Affairs Central Office Building on Vermont Avenue that face the interior of the block and are highly visible from Lafayette Square and the White House. Such refinishing should be substantially similar in style and materials to the finish of the existing exterior walls that face Vermont Avenue and I Streets, NW.

*This project was first submitted by NCPC in the FYs 1992-1996 program.*

## **DEPARTMENT OF HOMELAND SECURITY**

### **U. S. COAST GUARD**

#### **CONSTRUCT NEW STATION BUILDING AT BOLLING AIR FORCE BASE**

*Recommended*

\$2,180,000 (estimated project cost during FYs 2007-2012). This project is to construct a DHS Coast Guard Station at Bolling Air Force Base (AFB) to provide the landside mission requirements of the newly established Station Washington on the Potomac River. Washington, D.C. is a high profile potential terror target. Immediately following September 11, 2001, Coast Guard units surged to establish a deterrent presence on the highly accessible waterways that are close to high-profile-military facilities, government buildings, and national monuments in the Washington, D.C. metro area. Monitoring these waterways has become a high operational priority for the Coast Guard. Additionally, the Coast Guard is regularly tasked to support other federal agencies with law enforcement-capable platforms for monitoring and detecting activities in the Washington, D.C. metro area of responsibility (AOR). To meet these new requirements, Station Washington was established by the Coast Guard on the Potomac River in Washington, D.C.

The Station's operational, administrative and personnel requirements are currently supported through an Inter-Service Support Agreement (ISSA) between Bolling AFB and the USCG. Phase I of this project, with a total cost of \$1,500,000, will construct a 4,100-gross-square-foot, two-story structure with watch stander berthing rooms. The building was constructed to Bolling design guidelines, which include partial brick façade, an "A" roof, and other Georgian design features. No Coast Guard improvements were required at the mooring berths in the marina because Bolling AFB was dredging and replacing the floating docks during the construction phase.

Phase II of this project, with an estimated project cost of \$2,180,000, will include construction of a boat bay, berthing, training, fitness, and other spaces prioritized according to funds available. A Categorical Exclusion Determination (CED) has been prepared by the USCG for the permanent facility proposed action. During the developments of the CED, it was noted that no historical or archaeological resources listed in, or eligible for listing, in the NRHP would be affected by this project. No direct impacts to any historic structures would occur under this proposed action. Phase I of the project plans and site layouts were reviewed by the CFA, DCSHPO and the Bolling AFB Headquarters, 11th wing, 11th Civil Engineering Squadron, in addition to USCG. NCPC will review the project in FY 2006.

*This is a new project in this FYs 2007-2012 program.*

# DEPARTMENT OF THE INTERIOR

**General Comment:** Master and subarea plans for several National Park Service (NPS) facilities in the NCR have been approved by NCPD. These plans contain many desirable projects and proposals that should be given further consideration by NPS for inclusion in the six-year program.

## NATIONAL PARK SERVICE

### STRUCTURAL AND UTILITY REHABILITATION FOR THE EXECUTIVE RESIDENCE

*Recommended and Strongly Endorsed*

\$12,887,000 (estimated project cost during FYs 2007-2012). The project addresses a backlog of restoration and rehabilitation items and long-term utility and structural repair for the White House and President's Park. Projects for the White House grounds and support facilities are also included. The estimated total cost of this project is \$48,455,800; the project has received \$35,568,800 in prior funding.

*This project first appeared in the FYs 2004-2009 program under the title, "White House Improvements."*

### THEODORE ROOSEVELT MEMORIAL SITE REHABILITATION

*Recommended*

\$1,706,000 (estimated total project cost). This project involves the following: reconstructing the elliptical moats by removing the existing deteriorated concrete liners and replacing them with new epoxy-concrete liners; cleaning, repointing, and resetting the existing granite facing stone; completing the redesign and installation of a new water circulation and filtration system; installing a dual-pipe distribution system for zoned operation; providing a new filtered discharge outlet to the Potomac River; upgrading pumps and filter equipment; rehabilitating the stonework, bridges, and walkways surrounding the memorial to sustain/repair materials and provide for accessibility; and rehabilitating and restoring vegetative landscaping to remove exotic invasives and re-establish the original design intent.

*This project first appeared in the FYs 2005-2010 program.*

### PROVIDE UNIVERSAL ACCESSIBILITY AND IMPROVE FORD'S THEATRE NATIONAL HISTORIC SITE

*Recommended*

\$6,635,000 (estimated total project cost). This project would improve and join together three separate structures at Ford's Theatre National Historic Site, 511 10th Street NW (Ford's Theatre, the 517 Building and the Star Saloon), thereby providing ADA accessibility, complying with building codes, and meeting current operational requirements. Phase I would create a connection between Ford's Theatre and the 517 building (an NPS-owned building on the north side of the theatre); install an elevator to access the lobby, balconies, and basement museum; adjust floors for ADA accessibility; install handicapped-accessible restrooms; rehabilitate space in the 517 building; and carry out life-safety code upgrades. Phase II would create a connection between Ford's Theatre and the Star Saloon (an NPS-owned building on the south side of the theatre); adjust floors for ADA accessibility; install handicapped-accessible restrooms; rehabilitate space in the Star Saloon; and carry out life-safety code upgrades. Phase II would also rehabilitate and upgrade the Ford's Theatre acoustical, lighting, HVAC, and security systems and rehabilitate Ford's Theatre support spaces.

*This is a new project in this FYs 2007-2012 program.*

### GEORGETOWN WATERFRONT PARK, DESIGN AND CONSTRUCTION

*Recommended*

\$7,341,934 (estimated project cost during FYs 2007-2012). Georgetown Waterfront Park is the last park along the Potomac River within the District of Columbia that the NPS will develop. The park is located adjacent to Georgetown, just downstream along the Potomac River from the Key Bridge, which connects Rosslyn, Virginia to Georgetown, DC. Phase I of this project provides for the development of an eight-acre site between K Street (Water Street) and the Potomac River, and Wisconsin Avenue and 34th Street along the Georgetown Waterfront. The development will transform the existing parking lot into an attractive landscaped recreational and scenic area. Phase I of the project includes extension of the Georgetown Shoreline Promenade (through Georgetown Waterfront Park), including landscaping and site furnishings. River overlook/viewing areas also will be included in this phase.

Phase II of this project will include the remainder of the Georgetown Waterfront Park from Wisconsin Avenue downstream to the end of the existing Waterfront Park, with similar improvements to those in Phase I, including the Georgetown Waterfront Promenade Extension through Georgetown Waterfront Park, landscaping and site furnishings. River overlook/viewing areas will be included as well as a regatta viewing area.

Phase III includes the construction of the Georgetown Shoreline Promenade Extension from the Thompson's Boat Center downstream to the John F. Kennedy Center for the Performing Arts. This was added to the project recently through the obtainment of Section 115 FHWA funds and was approved by the DAB in March 2006. NPS FLHP funds will be used for a small portion of Phase III. It is likely that Phase III will be built before Phase II. The estimated total cost of this project is \$16,538,173; the project has received \$9,196,239 in prior funding.

*This is a new project in this FYs 2007-2012 program.*

**Comment:** At its July 8, 2004, meeting NCPC approved the revised design concept for Georgetown Waterfront Park at the Wisconsin Avenue terminus. Through a delegated action on September 2, 2004, the Executive Director approved the preliminary site development plans to construct new sidewalks, bulkwalks, paved promenade, asphalt bike path, site grading, and landscaping at the park. At its June 2, 2005, meeting, NCPC approved the final site and building plans for Georgetown Waterfront Park. At its October 6, 2005, meeting, NCPC approved the preliminary site development plans for the Georgetown Waterfront Park Revised Landscape Design for Three Overlook locations. At its May 4, 2006 meeting, NCPC approved the concept site plan for Phase Three of the Georgetown Waterfront Park, Development of Bikeway and Promenade from Thompson's Boathouse to the Kennedy Center.

#### **UPDATE THE NATIONAL MALL MANAGEMENT PLAN**

*Recommended*

\$743,000 (estimated total project cost). This project will develop the National Mall Comprehensive Management Plan (CMP)/Environmental Impact Statement (EIS) that would focus on use, management and sustainable operation, maintenance, and conservation of large sections of the Washington D.C. monumental core to meet desired conditions. The planning area includes four separate and distinct parks: (1) The Mall from 1st to 14th Streets, (2) The Washington Monument Grounds, (3) West Potomac Park and Tidal Basin, and (4) Pennsylvania Avenue Parks from 15 to 3rd Streets. This three-year project will include broad public involvement and civic engagement that will meet the National Environmental Policy Act requirements. Before planning begins, a planning proposal will be developed, background materials reviewed, an Environmental Screening Form (ESF) prepared, and related studies initiated. The first year will require preparation of several studies (inventories, condition assessments, best practices, civic engagement plan, foundation report, and a use and events summary), data collection, public scoping/planning symposium, and developing a range of feasible alternatives. During the second year, a draft CMP/EIS plan will be developed and released for public comment. During the final year a public comment period for the Draft Landscape Conservation Plan for the National Mall/EIS will be followed by release of a final plan/FEIS, and a Record of Decision. The project has received \$743,000 in prior funding; future funding is currently being determined.

*This project was first submitted by NCPC in the FYs 2002-2007 program for future programming.*

*NCPC recommends that the following three projects be included in the agency budget as soon as fiscal and budgetary conditions permit.*

#### **WEST POTOMAC PARK SEAWALL REPAIR**

*Recommended for Future Programming*

Repair the deteriorating seawalls, particularly in the vicinity of the Lincoln Memorial.

*This project first was submitted by NCPC in the FYs 1985-1989 program.*

#### **FORT CIRCLE PARKS SYSTEM**

*Recommended for Future Programming*

Complete development of the Fort Circle Parks System as soon as possible to create a ring of Civil War fort parks and connecting greenways as described in the McMillan Plan. Acquire the necessary interest in lands to provide for a continuous trail to protect the park-like environment of the system, and to preserve the important scenic, historic, and

natural elements and panoramic views of the Civil War forts. Community-oriented recreational opportunities, interpretation of the fort sites, and a well-delineated connecting trail in a park-like setting should be provided throughout the system.

*This project was first submitted by NCPC in the FYs 1987-1991 program.*

**Comment:** Enhancing the Fort Circle Parks System is a policy adopted in the *Comprehensive Plan for the National Capital: Federal Elements*. NCPC has partnered with NPS and the District of Columbia's Department of Parks and Recreation and Office of Planning to complete and implement strategy for all parks and open spaces within Washington, D.C. Strategies to complete the recommendations of this project will be developed within this planning effort.

## **IMPROVE PEDESTRIAN LINKAGES BETWEEN NATIONAL MALL ATTRACTIONS AND THE ANACOSTIA AND POTOMAC RIVER WATERFRONTS**

*Recommended for Future Programming*

This project includes studying, planning, and developing pedestrian linkages between visitor attractions on and near the National Mall with development along the Anacostia and Potomac Rivers. As initially proposed by NCPC's 1997 Legacy Plan, connections to the Southwest Waterfront and connections from East and South Capitol Streets to the Anacostia River should be considered for future monumental core-related activities.

*This project was first submitted by NCPC in the FYs 1995-1999 program.*

**Comment:** This concept was first proposed in NCPC's 1997 Legacy Plan. The Legacy Plan called for making greater use of the Anacostia River's waterfronts and shorelines and connecting these areas to the adjacent surrounding communities and neighborhoods. The portion of this concept along the Anacostia River is now a part of what is currently called the Anacostia Waterfront Initiative (AWI), the framework plan for revitalizing the District's waterfront areas. The District of Columbia, through the newly created Anacostia Waterfront Corporation, is implementing projects developed within AWI, including a riverwalk multi-use trail that provides a safe and convenient means to access the Anacostia waterfront and enjoy Anacostia Park.

The Trail and its connecting points would extend along the east side of the Anacostia River from the Washington Navy Yard to Benning Road, and on the west side of the Anacostia River from the Anacostia Naval Station to the Bladensburg trail in Prince George's County, Maryland. The overall Trail is divided into three design sections:

- Section 1 – Includes all portions of the trail east of the Anacostia River from the Anacostia Naval Station at the south end to Benning Road at the north.
- Section 2 – Includes all portions of the trail west of the Anacostia River from the Washington Navy Yard at the south to Benning Road at the north.
- Section 3 – Includes all portions of the trail east of the Anacostia River from Benning Road to the Bladensburg Trail in Prince George's County, Maryland.

At its January 6, 2005, meeting, NCPC approved the concept site development plans for the Anacostia Riverwalk Multi-use Trail. At its June 2, 2005, meeting NCPC approved the preliminary and final site development plans for the Anacostia riverwalk multi-use trail section 2, west of the Anacostia River.

## **DEPARTMENT OF THE NAVY**

### **NAVAL OBSERVATORY**

#### **ATOMIC CLOCK VAULT**

*Recommended*

\$3,200,000 (estimated total project cost). This project calls for the construction of a 5,000-square-foot, single-story industrial vault facility to house DoD Master Clock equipment and instruments. This site is located off Massachusetts Avenue at the end of Observatory Circle, NW, Washington, D.C. Construction will include a reinforced concrete structure; a sloped metal roof; isolation pads to control vibration; dual redundant mechanical and electrical systems; an emergency generator; and site improvements. The new facility's controlled environment will house equipment that provides astronomical and timing data in support of DoD navigation, positioning, communications, and command operations. The project includes demolition of seven existing structures.

*This project first appeared in the FYs 2003-2008 program.*

**Comment:** At its October 7, 2004, meeting, through a delegated action, the Executive Director approved the preliminary site and building plans for the National Master Clock facility at the U.S. Naval Observatory.

## **NAVAL RESEARCH LABORATORY**

### **AUTONOMOUS RESEARCH LABORATORY**

*Recommended*

\$17,100,000 (estimated total project cost). This project, formerly identified as the advanced computing facility, provides for the construction of a 49,000-square-foot, multi-story facility at the Naval Research Laboratory, at 4555 Overlook Avenue, SE. The new state-of-the-art information technology facility will provide space for research in autonomous systems, high-performance computing, networking, simulation, planning, and virtual reality—especially in support of anti-terrorism/force-protection work. The facility will be constructed of steel frame on pile foundation systems, concrete floors with access flooring, and associated utilities. Included in the building are computing facilities, laboratories, research offices, and support spaces. The project includes demolition of six buildings.

*This project first appeared in the FYs 2003-2008 program.*

## **WASHINGTON NAVY YARD**

### **RENOVATE BUILDING W-200**

*Recommended*

\$75,000,000 (estimated total project cost). This project will renovate a five-story, 235,000-square-foot administration building with a 55,000-square-foot footprint. The function of the building will remain the same. The project will retain the existing shell of the 1939 structure, while completely renovating the interior.

*This project first appeared in the FYs 2005-2010 program.*

### **RENOVATE BUILDING W-111**

*Recommended*

\$28,300,000 (estimated total project cost). This project was developed to fulfill the BRAC actions. It will renovate a 71,000-square-foot administrative building. The function of the building will remain the same after renovation. The project will retain the existing shell of the structure, while completely renovating the interior.

*This is a new project in this FYs 2007-2012 program.*

## **ANACOSTIA ANNEX**

### **CONSTRUCT NEW NSM WAREHOUSE**

*Recommended*

\$6,000,000 (estimated total project cost). This project was developed to fulfill the BRAC actions. It will build a new warehouse of approximately 20,000 square feet.

*This is a new project in this FYs 2007-2012 program.*

## **SMITHSONIAN INSTITUTION**

**General Comment:** NCPC strongly endorses a comprehensive program for the timely modernization and careful restoration of historically significant features of Smithsonian Institution buildings in the monumental core.

### **CONSTRUCT/INSTALL ANTI-TERRORISM PROTECTION**

*Recommended and Strongly Endorsed*

\$102,800,000 (estimated project cost during FYs 2007-2012). Since September 11, 2001, the Smithsonian Institution has developed a comprehensive plan for reducing the risk of a terrorist attack at a Smithsonian museum. The plan is designed

to minimize the potential damage to people, collections, and buildings should a terrorist attack occur. With the help of outside experts, Smithsonian staff performed risk assessments, reviewed security and disaster preparedness plans, and commissioned blast assessments for Smithsonian public buildings. This resulted in the following recommendations to mitigate against vulnerabilities: installation of physical barriers separating the buildings from the street; installation of anti-shatter window film (or interior retro-fits) to mitigate the effects of glass window walls and doors shattering during a blast event; increased building perimeter camera surveillance; improved building emergency voice systems; secured non-public building areas with electronic access control; electronic screening of mail and visitors for the most heavily visited museums; protection against chemical, biological, and radiological attack; and mitigation against the effects of blast and progressive collapse. Historic preservation and environmental issues will be considered as part of the design phase of specific projects.

The anti-terrorism major renewal program consists of multiple projects to reduce the Smithsonian's vulnerability, including Mall-wide site adaptations, modifications to building perimeters and additions, and building system modifications. The program will be implemented over multiple fiscal years with the highest priority projects being those that reduce the Smithsonian's vulnerability to attack. The estimated total project cost is \$125,000,000; the project has received \$21,825,000 in prior funding.

- The full program includes the following elements:
  - Construct permanent physical security barriers: Install hardened perimeter barriers, pop-up barriers, and guard booths (meeting established government criteria) to provide a reasonable standoff distance from Smithsonian facilities, thus ensuring vehicles carrying explosives cannot drive immediately adjacent to building exteriors. The current estimate for the total project is \$54,400,000.
  - Mitigate Window Glass Hazards: Modify windows, including film application with frame restraints or interior retro-fits, to prevent glass from shattering into deadly shards. Work will occur at the Patent Office Building, National Museum of Natural History, Renwick, Quadrangle, Freer, Smithsonian Institution Building, Victor Building, Udvar-Hazy Dulles Center, Arts and Industries Building, Cooper-Hewitt, and National Museum of the American Indian/Heye Center. The current cost estimate is \$66,500,000.
  - Install Perimeter Camera Systems: Provide exterior surveillance cameras and monitoring in the security control rooms. Full-time recording will provide invaluable investigative information in the event of a potential security or terrorist-related event. The current cost estimate is \$700,000.
  - Provide Electronic Access Control: Install Electronic Access Control (card readers) at all public/staff separation points throughout the Institution's facilities to restrict the public's ability to gain access to sensitive and critical areas. The current cost estimate is \$700,000.
  - Modify Air Intakes for Chemical, Biological, and Radiological Mitigation: Modify and protect facility air intakes and HVAC systems at all Smithsonian facilities to prevent or reduce the impact of a potential chemical/biological/radiological attack against major metropolitan areas or the Smithsonian. The current cost estimate is \$2,700,000.

*This project first appeared in the FYs 2003-2008 program.*

**Comment:** NCPC provided preliminary and final approval for security improvements at the National Air and Space Museum on September 9, 2004. NCPC provided concept approval and preliminary approval for the Smithsonian Institution's Mall-wide Perimeter Security Improvements on February 5, 2004 and October 7, 2004, respectively. The Smithsonian's Mall-wide security plans include nine Smithsonian Institution buildings between Constitution Avenue, NW and Independence Avenue, SW and between 7<sup>th</sup> Street and 14<sup>th</sup> Street in Washington, D.C.

NCPC exempted the following elements from its approval:

- The low free-standing walls at the north entrance fountain and along 14<sup>th</sup> Street, NW at the National Museum of American History.
- The line of bollards along Jefferson Drive, SW north of the entrances of the Freer Gallery and the Arts and Industries Building.

NCPC recommended that in the development of the final site plans, the Smithsonian Institution:

*For the National Museum of Natural History*

- Provide additional openings through the low free-standing walls to the lawn areas adjacent to the north entrance.
- Further develop the north entrance sign panel design to distinguish it in scale and profile from the height of the adjacent low free-standing walls. Replace solid wall sections flanking the sign panel with benches facing Constitution Avenue, NW.
- Relocate the perimeter security line along Madison Drive, NW and 12<sup>th</sup> Street, NW to incorporate and modify the existing parking retaining walls and plinths.

- Relocate the bollards in front of the south entrance to minimize conflicts with pedestrian movement along the sidewalk.

*For the National Museum of American History*

- Redesign the north entrance area to incorporate and/or modify the existing fountain as part of the perimeter security.
- Relocate the perimeter security line along 14th Street, NW and incorporate it into the landscape of the building yard.

*For the Quad: Smithsonian Castle, S. Dillon Ripley Center, the Freer Gallery of Art, the Arthur M. Sackler Gallery of Art, the Museum of African Art, the Arts and Industries Building, the Haupt Garden, and the Ripley Garden*

- Continue development of the Jefferson Drive curving wall and landscape design in collaboration with NCPC, the NPS, CFA, and DCSHPO to ensure compatibility with the Mall and the Smithsonian Castle.
- Minimize continuous lines of bollards along the north entrances of the Freer Gallery and the Arts and Industries Building. Incorporate alternative streetscape and site elements into the security perimeter line and confine placement of security elements to the building yard.
- Eliminate the lay-by at the south entrance of the Freer Gallery, along Independence Avenue, SW, and reduce the number of bollards by introducing alternative streetscape and site elements. Eliminate bollards that extend across the sidewalks and consider moving the security line to the edge of the building yard.
- Relocate the west portion of the perimeter security line between the curb line and the Haupt Garden wall at the Arts and Industries Building to a location east of the garden walkway; and reduce the number of bollards by introducing alternative streetscape and site elements.

## **NATIONAL MUSEUM OF NATURAL HISTORY REVITALIZATION**

*Recommended*

\$191,400,000 (estimated project cost during FYs 2007-2012). The project will provide the following:

- Replace HVAC, ductwork, lighting, and electrical wiring.
- Abate and encapsulate asbestos and lead.
- Restore and upgrade the windows in the original building.
- Upgrade fire protection and detection, storm water, water distribution, sanitary, and power systems.
- Remove and replace the mezzanines to meet acceptable fire protection and accessibility standards.
- Modify staff restrooms to meet ADA requirements.
- Update the existing security system.
- Create an accessible entrance from the National Mall.
- Create a safe storage facility for the variety of hazardous chemicals used in the museum's scientific research departments.
- Repair and replace deteriorated piping systems in the tunnels beneath the ground floor of the museum, including primary fire protection sprinkler mains, storm and sewage mains, and miscellaneous water and steam piping.
- Upgrade emergency power systems to bring the building's life safety systems into code compliance.

The current (FY 2006) phase of the project continues the ongoing Major Capital Revitalization of the Natural History Building located at 10th Street and Constitution Avenue NW, with the renovation of the building's mechanical and electrical systems and associated work. The renovation of the sixth floor of the building's west wing is nearly complete. An all new HVAC systems will be installed; the electrical system will be upgraded, including a new lighting system; and space modifications will be made to provide a more flexible and serviceable working environment. An environmental review will be conducted during each design phase. Construction is also underway for the renovation of Halls 7 through 10 and 23 through 25 for the future Ocean Exhibit, funded by the National Oceanic and Atmospheric Administration. No adverse environmental impact to the surrounding area is anticipated.

The windows in the main building are original, covered with layers of lead-based paint, and are so badly deteriorated that they no longer provide a proper seal. The roof system above the rotunda and the major halls were installed in 1909, with portions replaced in the 1950s. The roof over the original building is now being replaced. The 40-year-old HVAC, fire protection and suppression, and laboratory exhaust systems are all 15 years past their projected normal useful life, and they break down frequently. The automatic temperature control system is obsolete and does not operate sufficiently to maintain stable temperature and humidity necessary for long-term preservation of the collections. Ninety percent of the electrical lighting and power panels in the building are more than 30 years old. The emergency power system is inadequate to operate the more than 30 elevators, three fire pumps, and emergency lighting in the building in the event of a major power outage. Restrooms for the public, and some for staff, have been modified to make them handicapped accessible,



but 22 staff restrooms in the building still do not meet ADA requirements. Asbestos has been abated in all major equipment rooms and in the attics, but it remains in duct wrap, mastic, pipe insulation, and most of the vinyl floor tile. Lead in old paint is present throughout the building, and must be abated or encapsulated. To meet pressing space needs, mezzanines have been added over the years in a haphazard fashion. The mezzanines do not have sufficient fire separation from adjacent spaces, are inaccessible to persons with disabilities, and are overcrowded to the point of structural stress. None of these mezzanines can be renovated to meet code requirements and must, therefore, be removed or replaced. The museum continues to outgrow its quarters, diminishing the space available for public use. When the building opened in 1910, 220,000 square feet of exhibit space was provided. Today, visitation has increased a thousand fold from the earliest days of the museum, yet exhibits currently occupy 25 percent less space. Escalators installed in the 1970s are poorly placed and do not serve visitor needs. The museum's main public entrance from the National Mall—used by 80 percent of the museum's visitors—is not accessible to persons with disabilities. Presently, the only accessible entrance to the museum is on Constitution Avenue, a three-block journey for those arriving at the Mall entrance.

Eligible for listing in the NRHP, the National Museum of Natural History was designed by Hornblower and Marshall and completed in 1911 in the Beaux-Arts style. Mills Petticord and Mills added east and west wings in 1964 for offices, storage, and laboratories. In the 1990s, east and west courtyard complexes were added for public facilities, offices, storage, and classrooms. The 1.8-million-square-foot building is one of the leading international centers for research on life sciences, earth and planetary studies, and anthropology. The museum's researchers study natural and cultural diversity by collecting and identifying specimens; establishing relationships among them; and explaining the underlying processes that generate, shape, and sustain their diversity. The Hope Diamond, dinosaur skeletons, an African bush elephant, and an insect zoo are among the collections. Annual visitation has been as high as 9.3 million. The estimated total project cost is \$318,600,000; the project has received \$127,200,000 in prior funding.

*This project first appeared in the FYs 2003-2008 program.*

#### **NATIONAL MUSEUM OF AMERICAN HISTORY– KENNETH E. BEHRING CENTER PUBLIC SPACE REVITALIZATION**

##### *Recommended*

\$13,500,000 (estimated project cost during FYs 2007-2012). The Public Space Renewal Project will modernize key public safety systems and public services in the National Museum of American History (NMAH), Behring Center, which is eligible for the NRHP due to its location on the National Mall at the intersection of 14th Street and Constitution Avenue, NW. All three main exhibit public floors of the museum, comprising approximately 330,000 gross-square-feet, are part of this major renewal which will redefine the visitors' experience and modernize and clarify circulation and amenities. In addition, the project will bring the NMAH to higher building code standards. The scope of work includes upgrades to public restrooms, the fire detection and alarm system, life safety egress, fire protection, elevators, escalators, mechanical and power distribution systems, exterior hardscape, landscape, and the physical security of the museum. In addition to the Public Space Renewal Project, the modernization includes architectural improvements and four major exhibits endorsed by the Blue Ribbon Commission, to be funded by the Behring Foundation and other private donors. The Public Space Renewal Project must be accomplished in coordination with the museum exhibit renewal program. The project will also be coordinated with the Anti-Terrorism Protection program to reduce the building's vulnerability to attack.

Due to incremental funding from both federal and trust sources the project has been phased over a number of years as follows:

- a) Third Floor East Gallery of the Building - The project includes replacing escalators; upgrading fire detection/alarm systems and connecting them to the Network Command Center; restoring the second- and third-floor public restrooms; providing new rescue assistance areas; and correcting life safety/fire protection deficiencies in support of the Price of Freedom exhibit, which opened in November 2004.
- b) Central Core of the Building - The project includes improving the Flag Hall; renovating the first floor Presidential Reception Suite; upgrading the fire detection/alarm system; improving museum lighting and sound on the three main public floors; correcting life safety/fire protection deficiencies; restoring the public restrooms; providing a new power distribution system; correcting the mechanical system; replacing elevators and escalators; and providing vertical transport between the first and second floor. Privately funded architectural improvements will include a new skylight and central atrium, grand stairs, and new artifact walls. The museum will close to the public in fall 2006 to permit the disruptive demolition and re-installation of major building systems in the central core area. The building will reopen in early summer 2008.

The fire detection and alarm system is outdated and requires excessive maintenance. The public restrooms are outdated, do not meet code in fixture quantity, and are not fully accessible. Public circulation areas, amenities, lobbies, seating, telephones, and secure coat-check facilities are in disrepair. The elevators are not fully accessible and are not all on

emergency power. The escalators are reaching the end of their useful life. Paths of emergency egress are not clearly defined, creating safety hazards for occupants. Fire separation doors are a life safety hazard and require excessive maintenance. The deficiencies in the mechanical system have caused extreme variations in the building humidity. Steam condensate piping and pressure-reducing valve stations are in poor condition, and transformer vaults are not air conditioned, threatening power failures due to heat. Leaks from the mechanical system require constant maintenance and threaten irreparable moisture damage to the museum collections. Site landscaping, hardscape, and special features—such as the west reflecting pool—are in disrepair, create safety hazards, and require renewal. In addition, the museum lacks a security perimeter barrier against terrorist threats, as well as a good screening system for visitors and vehicles as part of the Anti-Terrorism Protection security initiative. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

The National Museum of American History's modern classical building was designed by Walker O. Cain of McKim Mead and White and built in 1964 as the Museum of History and Technology. The building has been designated the Behring Center in honor of the gift from the Kenneth Behring Foundation in 2001. The building houses exhibits that explore America's technological, scientific, cultural, and political history. The collections include the Star-Spangled Banner that inspired Francis Scott Key, exhibitions on the American Presidency, and the First Ladies' gowns. The estimated total project cost is \$50,300,000; the project has received \$36,800,000 in prior funding.

*This project first appeared in the FYs 2003-2008 program.*

## **RESTORE RENWICK GALLERY**

*Recommended and Strongly Endorsed*

\$28,000,000 (estimated total project cost). The project will renew and replace mechanical, electrical, and plumbing systems; replace the cooling tower and major air handling systems with energy-efficient equipment; clean, repair, and upgrade the perimeter radiator system; renew the walls, lighting, and laylights in the Grand Stair and Octagon Room to reverse existing damage and improve visibility for persons with disabilities; repair, clean, and bird-proof the building's facade and replace the main entrance steps; replace and upgrade fire protection and life safety systems to meet current codes; remove and mitigate architectural barriers throughout the building—including modifications to the main entrance—to make the museum accessible to persons with disabilities; and install a way-finding signage system. The gallery is located on Pennsylvania Avenue at 17th Street NW.

Water enters the building through deteriorating stone and brick joints on the façade, damaging plaster and interior finishes in offices, exhibit spaces, and concealed areas behind exhibit partitions. Bird droppings deface the facade and create a health hazard. Many insulated window units are failing, and the remaining units are approaching the end of their useful life. Mechanical and electrical systems are more than 30 years old and subject to failure. The cooling tower continues to spring new leaks even after recent repairs. Repair parts are no longer available for the air-handling units, which are outdated and inefficient. The centrifugal chiller is in good condition. Electrical distribution systems are operating at maximum capacity on obsolete equipment. Many elements do not meet current codes. Lighting systems are inefficient and inadequate to provide necessary illumination of public spaces. The emergency lighting system does not function in many parts of the building. Although the fire protection sprinklers, smoke detectors, and pumps are adequate, the fire alarm system must be upgraded to meet current codes. The Octagon Room laylight below the skylight needs repair. Deteriorated plaster finishes and outdated lighting systems in this room and the Grand Stair require renovation. Architectural barriers limit accessibility for persons with disabilities at the front entrance and throughout the building. Most of the asbestos has been removed, but many areas contain lead paint. An environmental review will be conducted during the design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

Architect James Renwick designed this National Historic Landmark in the Second Empire style. It was constructed in 1858 as the city's first art museum, the original Corcoran Gallery of Art. With the advent of the Civil War, the building became a warehouse for military materiel and the headquarters of the Quartermaster General and finally opened as a museum in 1871. When the Corcoran moved to its new gallery in 1897, the Renwick became the home of the U.S. Court of Claims for 65 years. In 1965 the building was transferred to the Smithsonian and returned to use as a museum. An extension of the Smithsonian American Art Museum, the Renwick is dedicated to the collection, exhibition, study, and preservation of American crafts from the 19th century to the present. The recently renovated Grand Salon exhibits 170 paintings and sculptures from the Smithsonian American Art Museum, including Thomas Moran's three monumental views of the Grand Canyon of Yellowstone and the Chasm of the Colorado (two of which are on long-term loan from the U.S. Department of the Interior). These works and others by George Catlin, George Inness, Abbot Handerson Thayer, and John Twachtman are hung salon-style, one-atop-another and side-by-side. The museum offers research, educational programs, lectures, demonstrations, and films complementing the exhibitions. The average annual visitation is 147,000.

*This project first appeared in the FYs 2003-2008 program.*

## **RESTORE AND WATERPROOF HIRSHHORN PLAZA AND FOUNDATION WALLS**

*Recommended*

\$22,000,000 (estimated total project cost). The project includes restoring the plaza and foundation wall waterproofing membranes; repairing interior damage caused by leaks; restoring the retaining walls in the Sculpture Garden; and conducting a space utilization study. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated. The plaza is located at the corner of 7th Street and Independence Avenue SW, on the National Mall.

Damage to the plaza waterproofing membrane has resulted in leaks into the lower gallery, compromising the safety of art, staff, and visitors. Corroding and leaking foundation walls around the loading dock area are damaging equipment and jeopardizing artwork that passes through the loading dock. Corroding and leaking retaining walls in the Sculpture Garden are damaging the walls and threatening the safety of sculptures that hang on the walls. Offices are overcrowded and collections storage is often mixed in with office functions.

Designed by Gordon Bunshaft of Skidmore Owings and Merrill, this cylindrical Neo-expressionist building and nearby garden were constructed in 1974 to house the Joseph H. Hirshhorn collection of modern and contemporary American and European paintings and sculptures. The museum and its garden house have one of the most comprehensive collections of modern sculpture in the world. The average annual visitation is 901,000.

*This project first appeared in the FYs 2003-2008 program.*

## **FREER GALLERY EXTERIOR RESTORATION**

*Recommended*

\$10,000,000 (estimated total project cost). The project will replace the roof; repair or replace the flashing around the skylights; install shades on the inside of the skylights that can be adjusted from the attic floor; install shades on windows in the Peacock Room; provide wheelchair access to the entire courtyard by installing a lower-level lift and accessible handrails at the entrance stairs; install a new lighting system and smoke detectors in the galleries; and repair exterior concrete sidewalks.

New systems were installed in the early 1990s, and most of the facility is generally in good condition. However, the roof has deteriorated, and flashing around the skylights is failing. Panels on the outside accomplish the skylight sun control. This is a hazardous situation for employees who need to rearrange the panels manually as the seasons change. Sunlight is damaging the Peacock Room shutters. The courtyard is not fully accessible to persons with disabilities, and the entry sidewalk on Jefferson Drive is crumbling and continues to deteriorate. Gutters and downspouts back up and flood the interior of the building when overtaxed storm water systems overflow. The gallery lighting systems that are integral to the facility are aging and near the end of their useful life. An environmental review will be conducted during the design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

Located in a National Historic District at Jefferson Drive and 12th Street SW, and listed in the NRHP, the Italian Renaissance-style Freer Gallery of Art was designed by architect Charles A. Platt and built in 1923 to house the 7,500 paintings, sculpture, drawings, works of calligraphy, metal, lacquer, and jade left to the Smithsonian Institution by industrialist Charles Lang Freer. The building and the adjacent Arthur M. Sackler Gallery both house permanent exhibitions of Asian art. The Freer also houses a collection of 19th- and 20th-century American art, including the world's largest group of works on paper by James McNeill Whistler. The average annual visitation is 342,000.

*This project first appeared in the FYs 2003-2008 program.*

## **NEW NATIONAL MUSEUM OF AFRICAN AMERICAN HISTORY AND CULTURE**

*Recommended*

\$2,000,000 (estimated project cost during FYs 2007-2012 for programming and environmental review; design and construction requirements will be determined at a future date). The project scope will be defined once further planning/programming for the new museum has been completed.

Public Law 108-184, signed by the President on December 16, 2003, established within the Smithsonian Institution the National Museum of African American History and Culture (NMAAHC). The mission of the NMAAHC is to give voice to the richness and the challenges of the African American experience; make it possible for all people to understand the depth, complexity, and promise of the American experience; and serve as a national forum for collaboration on African American history and culture for educational and cultural institutions.

Establishment of the NMAAHC provides the Smithsonian Institution with a significant new vehicle for the collection, preservation, study, and exhibition of African American historical and cultural material reflecting the depth and breadth of African American life, art, history, and culture. As indicated in P.L. 108-184, this effort will encompass the period of slavery, the era of reconstruction, the Harlem Renaissance, the civil rights movement, and other periods of the African American diaspora. Historic preservation issues will be addressed during the planning and design phases. An environmental review will be conducted during the design phase.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** On January 30, 2006, the Smithsonian's Board of Regents selected the southwest corner of 14th Street and Constitution Avenue, NW as the site for the museum.

## **QUADRANGLE/ROOF MECHANICAL SYSTEMS**

*Recommended*

\$70,350,000 (estimated total project cost). The building and all its systems have been in operation since 1975. The electrical and mechanical equipment had an original useful life of 30 years and is therefore at the end of its lifecycle. The electrical system in particular has caused various problems and is not adequate to support current activities in the building. Failures in recent years have resulted in the loss of all electrical service to 35 percent of the building for more than a week while emergency repairs could be completed, and more minor faults in the systems have necessitated extensive overtime to bring services back on line. Some upgrades have been made to equipment that totally failed. The rest of the aged equipment operates at great expense and is at risk of total failure. The electrical systems must be replaced now to ensure consistent power to the building; this is planned for FY 2007. The mechanical systems, while also experiencing more frequent breakdowns, are scheduled for replacement in FY 2009.

*This is a new project in this FYs 2007-2012 program.*

## **PATENT OFFICE BUILDING COURTYARD LANDSCAPING, SOUTH STAIR RECONSTRUCTION, AND PERIMETER LANDSCAPING**

*The following project is funded from private funds, not funds appropriated by the federal government.*

*Recommended and Strongly Endorsed*

\$32,700 (estimated total project cost). This project calls for reconstructing the interior courtyard landscaping with features that complement the historic courtyard facades; recreating the historic south staircase and updating it with an at-grade, accessible museum entrance on F Street, NW so that the new staircase and existing portico become prominent features of the building and public space of F Street, NW; and restoring the historic landscape and streetscape around the perimeter of the building based upon the analysis of the Cultural Landscape Report.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** At its July 6, 2006, meeting, NCPC approved the final site development plans for the reconstruction of the courtyard landscape. At its April 6, 2006, meeting, NCPC approved the revised concept design for the rehabilitation of the reservation landscape, which includes the treatment and location of plants and trees, the extension of the south lawn and fence line to their historic position on F Street, the streetscape plan for sidewalk pavement and light standards, and the reconstruction of the F Street stairs. At the same meeting, NCPC approved the preliminary site development plans for the reconstruction of the courtyard landscape, with the exception of the catering benches and the configuration of the water scrim. The Smithsonian will use donated funds for this project. Reconstruction of the stair and the exterior landscaping will be timed to coincide with the federally funded construction of permanent perimeter security barriers.

## **NATIONAL ZOOLOGICAL PARK**

### **AFRICA EXHIBIT CONSTRUCTION**

*Recommended*

\$26,000,000 (estimated total project cost). This project will create new indoor and outdoor space for large mammals in the renovated Cheetah Hill site. The National Zoological Park (Zoo) is in the process of updating its Master Plan, and the plan will identify a specific location and requirements for this facility.

The Zoo a national historic district was designed in the 1890s by the firm of renowned landscape architect Frederick Law Olmsted and architect Williams Ralph Emerson. Historic preservation issues will be addressed during the design of the project. An environmental review will be conducted during the design phase.

*This project first appeared in the FYs 2003-2008 program.*

## **ASIA TRAIL CONSTRUCTION**

### *Recommended*

\$22,000,000 (estimated project cost during FYs 2007-2012). The Zoo's Renewal Plan reorganizes and rebuilds the Zoo, grouping animals by their natural geographic locations. As its first major component, Asia Trail will be a compelling, Asian-themed path from the new Sloth Bear exhibit at the main entrance to the renovated and expanded Panda House, and to a world-class Elephant House. Phase I of the Asia Trail will feature many of the Zoo's most charismatic "stars" in a cohesive immersion experience: sloth bears, clouded leopards, fishing cats, red pandas, Japanese giant salamanders, and giant pandas. State-of-the-art interpretive displays will connect the visitor's on-site experience with current research and conservation efforts at Front Royal and in the field to reinforce the importance of ecology and habitat conservation.

Asia Trail I will replace deteriorated animal facilities as well as replace severely inadequate site utilities. The work includes new water service to permit installation of fire suppression systems and to meet the animals' needs; new high-voltage electric service to increase capacity and replace the existing single phase service; improved sewer and storm water management; new gas service; new security systems; new perimeter fencing and railings; a new fiber-optic communications backbone; and installation of new public walkways that meet ADA guidelines. Existing holding buildings will be replaced with new structures that meet current USDA and American Zoological Association animal containment regulations. Holding buildings will be designed for energy efficiency, and fire suppression systems will reduce hazards to the animal collection.

Once Asia Trail I is complete, Asia Trail II will provide a modern facility for the long-range commitment to house, breed, and continue important research on a multi-generational herd of up to eight adult Asian elephants. The existing Elephant House will be renovated and expanded, and new outdoor areas will be developed to provide adequate year-round housing, new exhibit yards, safe primary containment, and heavily landscaped perimeters. An innovative elephant trek feature is designed to exercise the animals as well as offer sensory stimulus outside their daily routine. Large pools and multiple enrichment devices in the animals' enclosures will allow the elephants to exhibit behavior traits currently restricted by space limitations. Accessible areas surrounding the elephant enclosures will let the public observe the elephants and keeper demonstrations with new and exciting interpretive programs.

The Zoo's goal is to create a multi-generational herd that will allow studying a population that is closer to its natural structure. The Zoo predicts that this will produce more accurate data while promoting the health and welfare of animals held in captivity. The National Zoo will be one of only a few institutions committed to (or capable of) achieving this goal within the next 20 years. A multi-generational herd will encourage more normal behaviors and interactions among the elephants, and this will be documented with careful scientifically based research on behavior and hormonal analyses.

The project will be constructed in phases to accommodate the existing elephant herd at the Zoo. The estimated total project cost is \$81,800,000; the project has received \$60,800,000 in prior funding.

*This project first appeared in the FYs 2003-2008 program.*

**Comment:** At its January 8, 2004, meeting, NCPC approved the design concept for the Asia Trail project at the National Zoological Park. At its March 4, 2004, meeting, NCPC approved preliminary and final site and building plans for Phase I of the Asia Trail project at the National Zoological Park. Through a delegated action on December 2, 2004, NCPC's executive director approved concept design plans to construct a new zoo exhibit—called the Asia Trail elephant facility—at the National Zoological Park.

## **VALLEY REVITALIZATION**

### *Recommended*

\$46,000,000 (estimated total project cost). The National Zoological Park in Washington, D.C., a National Historic District, was designed in the 1890s by the firm of renowned landscape architect Frederick Law Olmsted and architect Williams Ralph Emerson. Historic preservation issues will be addressed during the design of the project.

The project will repair structural deficiencies in the seal and sea lion pools and in the lower bear areas as well as replace mechanical and electrical systems and water treatment systems. Additional staff support space will be added, and the area will be reconfigured to provide accessible viewing for visitors with disabilities. The seal/sea lion and lower bear areas have structural problems, failing mechanical and electrical systems, and do not meet ADA standards. The existing water

systems fail to meet new water chemistry and animal protocol requirements. Staff support space is inadequate to meet animal care needs. An environmental review will be conducted during the design phase.

*This project first appeared in the FYs 2002-2007 program under the title, "Renovate Seal/Sea Lion Lower Bears."*

## DEPARTMENT OF STATE

### **SECURITY UPGRADES FOR HARRY S TRUMAN BUILDING**

*Recommended and Strongly Endorsed*

\$33,781,000 (estimated project cost during FYs 2007-2012). The goal of the perimeter security improvements project is to secure the Harry S Truman (HST) Building, located at 22nd and C Street, NW—the U.S. Department of State headquarters—and protect its employees and visitors from terrorist attack with explosives, while improving the streetscape by creating an attractive environment for pedestrians. The improvements are in accordance with a 1995 Department of Justice Vulnerability Assessment that determined the HST Building to be a Level 5 security building, equivalent to the Pentagon and CIA Headquarters. The project is planned to comply with Interagency Security Criteria, Bureau of Diplomatic Security requirements, Office of Inspector General recommendations, and NCPC's *National Capital Urban Design and Security Plan*. Improvements include street modifications; physical changes to the building entrances and street access controls; the construction of bollards, railings, low walls, and planters; and the installation of plantings around the site perimeter.

In 1992, the original section of the HST Building was determined potentially eligible for the National Register of Historic Places. Subsequently, the entire building was identified as a contributing element of the Northwest Rectangle Historic District. The Department of State, in conjunction with GSA, initiated National Historic Preservation Act Section 106 consultation with DCSHPO and the Advisory Council on Historic Preservation. The estimated total project cost is \$54,648,000; the project has received \$1,552,000 in prior funding.

*This project first appeared in the FYs 2004-2009 program.*

**Comment:** All proposed modifications to the streetscape and grounds are to be consistent with NCPC's recommendations in the *National Capital Urban Design and Security Plan*, adopted October 3, 2002. At its December 2, 2004, meeting, NCPC approved the design concept for perimeter security improvements. At its April 6, 2006, meeting, NCPC approved the preliminary and final site and building plans for the proposed interim security screening structures by delegated approval of the Executive Director.

### **BLAST-RESISTANT WINDOWS FOR HARRY S TRUMAN BUILDING**

*Recommended and Strongly Endorsed*

\$48,000,000 (estimated project cost during FYs 2007-2012). The project will provide new blast-resistant windows to replace the existing bronze and aluminum windows consisting of 2,400 punched-type windows and 58,000 square feet of curtain wall and storefront windows. The existing windows and portions of adjacent walls of the (HST) Building—the U.S. Department of State headquarters—are being replaced and strengthened. The project complies with protection requirements defined in the Interagency Security Criteria and Bureau of Diplomatic Security design requirements for protection of employees and visitors from the effects of explosives on the building. The window replacement is part of a three-level plan to improve the security of the building's perimeter. The other two aspects of the plan are the creation of new security screening entrance pavilions and perimeter site improvements. The proposed improvements were developed in accordance with a 1995 Department of Justice Vulnerability Assessment, which determined the HST Building to be a Level 5 security building, equivalent to the Pentagon and CIA Headquarters.

In 1992, the original section of the HST Building was determined potentially eligible for the NRHP. Subsequently, the entire building was identified as a contributing element of the Northwest Rectangle Historic District. During the planning and design stages of the windows project, the Department of State and GSA will review the impact and requirements related to Section 106 of the National Historic Preservation Act. The total project cost is \$197,400,000; the project has received \$30,400,000 in prior funding.

*This project first appeared in the FYs 2004-2009 program as part of the Security Upgrades project.*

*NCPC recommends that the following project be included in the agency budget as soon as fiscal and budgetary conditions permit.*

#### **DEVELOP A NEW FOREIGN MISSIONS CENTER**

*Recommended for Future Programming*

This project consists of the development of a new foreign missions center to accommodate the future location of chanceries within the District of Columbia. Specifically, the project includes the planning, design, and implementation of a new center. Planning includes the preparation of feasibility studies, site identification and analysis, development strategies, cost estimates, and the identification of funding sources. Development could include partnerships with other public entities and/or public-private partnering. Design includes programming, site planning, the design of infrastructure, and the preparation of cost estimates and construction phasing. Implementation includes land acquisition and/or lease commitments and the construction of required infrastructure improvements.

*This project first appeared in the FYs 2005-2010 Program.*

**Comment:** In 1968 the International Center Act established a 47-acre International Chancery Center (ICC) where foreign missions and international organizations could lease federal land from the United States government. All of the properties in the ICC have been leased. The ICC has proven effective in accommodating large foreign missions that relocated due to increasing facilities requirements. As security requirements increase, the appeal of locating in a center also has increased. NCPC's 2003 report, *Foreign Missions in the District of Columbia Future Location Analysis* advanced a new center model—more dense and urban in character than the current ICC—appropriate for future requirements and private site development opportunities within redeveloping areas of the city. More specifically, the report recommends the preparation of a feasibility study for a new foreign missions center or centers. The State Department is currently working on plans to develop a new foreign missions center at the Walter Reed Army Medical Center site.

## **DEPARTMENT OF TRANSPORTATION**

### **FEDERAL HIGHWAY ADMINISTRATION**

#### **NATIONAL MALL ROAD IMPROVEMENTS**

*Recommended and Strongly Endorsed*

\$10,575,000 (estimated project cost during FYs 2007-2012). The project will improve roadway surfaces, drainage, sidewalks, wheelchair ramps, lighting, traffic control devices, landscaping, and other road features in the National Mall area. Some streets will be resurfaced while others will be torn out and completely rebuilt. Sidewalks of exposed stone will be constructed and new granite curbs will be designed so they can be crossed by disabled persons. Additional lights and new signs with consistent graphics will be installed. Some landscaping adjacent to the roadway will be provided. For the purposes of this project, the Mall is generally defined as the area along and between Independence and Constitution Avenues from the Potomac River to 2nd Street—east of the U.S. Capitol—and the area between 15th and 17th Streets, NW, from Constitution Avenue to Pennsylvania Avenue and from the Jefferson Memorial to Independence Avenue. The reconstruction of the L'Enfant Promenade (10th Street, SW between Independence Avenue and the Benjamin Banneker Park overlook), and the rehabilitation of the inlet and outlet bridges on Ohio Drive, from 15th Street to 23rd Street is also included in this project. Existing parking spaces will be retained with the exception of curbside parking on north-south roads crossing the Mall between Madison and Jefferson Drives. The estimated total cost for this project is \$97,175,000; the project has received \$76,600,000 in prior funding.

*This project first appeared in the FYs 1994-1998 program.*

**Comment:** At its July 22, 1992, meeting, NCPC approved a Streetscape Manual for the Interagency Initiative for the National Mall Road Improvement Program as a guide for improving roadways in the vicinity of the National Mall. The Commission had strongly endorsed this project, which appeared to help implement recommendations within the streetscape manual. In April 2006, a draft Streetscape Manual for the Interagency Initiative was distributed for updating.

NCPC notes that the District of Columbia's Anacostia Waterfront Initiative addresses the redesign of the L'Enfant Promenade, which had been included within the boundaries of this project.

## **STREETSCAPE IMPROVEMENTS AT JUAREZ CIRCLE**

*Recommended and Strongly Endorsed*

\$4,500,000 (estimated project cost during FYs 2007-2012). This project calls for designing and constructing improvements to Juarez Circle, located at Rock Creek Parkway and New Hampshire Avenue, NW adjacent to the Kennedy Center for the Performing Arts. The improvements will provide better pedestrian and vehicular traffic safety and promote intermodal transportation access to Metro. The estimated total cost for this project is \$10,500,000; the project has received \$6,000,000 in prior funding.

*This is a new project in this FYs 2007-2012 program.*

**Comment:** NCPC staff is consulting with FHWA and DCOP on design concepts and additional support needed for this project.

*NCPC recommends that the following projects be included in the agency budget as soon as fiscal and budgetary conditions permit.*

## **KENNEDY CENTER PLAZA PROJECT**

*Recommended and Strongly Endorsed*

This project calls for planning and constructing highway, pedestrian, vehicular, and bicycle access to the John F. Kennedy Center for the Performing Arts. The preparation of environmental documentation is part of this project. Improvements include a formal public plaza that spans the Potomac Freeway and connects the Kennedy Center to E Street, NW; 25th Street, NW; and other points north and south of the Center, which integrates it more fully into the District of Columbia's street grid and West Potomac Park. A connection to the adjacent Potomac River waterfront is also part of planned improvements. This project will reflect extensive public involvement (i.e., public/agency meetings, public hearings) and will enhance access to the Kennedy Center by creating a continuation of the monumental core's street and visual patterns. The project cost for FY 2006-2011 was estimated at \$235,000,000.

*This project was first submitted by NCPC in the FYs 2003-2008 program. The project was first submitted by FHWA in the FYs 2004-2009 program.*

**Comment:** This project was first conceived in NCPC's 1997 Legacy Plan. The proposed Kennedy Center Plaza has been identified as a Prime Site for new memorials and museums in the *Memorials and Museums Master Plan*, released by the Commission in 2001.

At its meeting on June 3, 2004, NCPC approved the concept site and building plans for the access improvements, plaza, and buildings.

On August 1, 2005, the Kennedy Center announced that it was postponing plans for the plaza indefinitely, after funding for the project was not included in the transportation bill passed by Congress in July 2005.

## **ROOSEVELT BRIDGE REHABILITATION**

*Recommended for Future Programming*

This project calls for designing and constructing improvements to the Roosevelt Bridge, which carries Interstate 66 between Virginia and the District of Columbia. Improvements should either replace the bridge with a new space or extend the life of the existing bridge. The bridge's capacity can be increased with additional vehicle travel lanes, exclusive transit lanes, and improved bicycle lanes connected to bicycle trails. This project should be coordinated with the Kennedy Center Plaza Project.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

# **UNITED STATES INSTITUTE OF PEACE**

## **HEADQUARTERS AND PUBLIC EDUCATION CENTER**

*Recommended*

\$175,000,000 (estimated total project cost). Located at the intersection of 23rd Street and Constitution Avenue, the United States Institute of Peace headquarters will occupy a most prominent site facing the Lincoln Memorial on the National Mall.



As the headquarters for the Institute, the building will contain administrative offices, research facilities including a library and archives, a conference center, and a public outreach museum dedicated to the theme of peacemaking.

The building will include two levels of below-grade parking, and five levels of above grade office, conference, and circulation space. It is a reinforced concrete structure with a precast concrete exterior façade punctuated with individual glazed openings. The roof of the building consists of a glass and steel structure of toroidal shape. Each of the two atria is enclosed at the face of the building by full-height glass curtain walls.

*This is a new project in this FYs 2007-2012 program.*

**Comment:** At its June 1, 2006 meeting, NCPC approved the concept site and building plans for the U.S. Institute of Peace Headquarters and Public Education Center

## DEPARTMENTS OF THE INTERIOR, AIR FORCE, NAVY, AND ARMY

*NCPC recommends that the following project be included in agency budgets as soon as fiscal and budgetary conditions permit.*

### **DEVELOP WATERFRONT PARKS**

*Recommended for Future Programming*

This project calls for developing plans—consistent with security requirements and current planning efforts—that improve public parks along the waterfronts of the Washington Navy Yard, Anacostia Annex, Bolling Air Force Base, the Naval Research Laboratory, Fort McNair, and Anacostia Park. Also associated with this project is the Riverwalk Multi-use Trail that provides a safe and convenient means to access the Anacostia waterfront and enjoy Anacostia Park

*This project was first submitted by NCPC in the FYs 1981-1985 program.*

## ALL DEPARTMENTS

In response to the installation of ad-hoc, unsightly, and uncoordinated security measures throughout the monumental core, NCPC—working in conjunction with numerous federal agency partners—prepared *Designing for Security in the Nation's Capital*, which contains recommendations for designing security measures throughout the monumental core. NCPC adopted this report on November 1, 2001. Following the report's recommendations, the Commission adopted *The National Capital Urban Design and Security Plan* on October 3, 2002. The plan promotes perimeter building security that protects employees, visitors, and federal functions and property from the threat of bomb-laden vehicles while creating livable, accessible streets that reflect the democratic principles inherent in the layout of the nation's capital. The plan recommends security in the context of a citywide program of streetscape enhancements and public realm beautification rather than separate, incoherent, and redundant systems of security components. The plan includes conceptual design approaches for projects and makes recommendations for their efficient and cost-effective implementation.

Successful implementation of the *National Capital Urban Design and Security Plan* prevents security solutions from having negative impacts on commerce and economic activity. In addition, it requires a coordinated effort between neighboring agencies and the District of Columbia (in particular, the District Department of Transportation, which programs public space within the District). Through a well-coordinated approach to planning, designing, and constructing streetscape projects, as identified in the plan, implementation of federal perimeter security will be more efficient and cost effective, capitalizing on economies of scale, mass production, and centralized administration.

NCPC recommends that the following eleven projects identified in *The National Capital Urban Design and Security Plan* be included in the agency budgets as soon as fiscal and budgetary conditions permit.

### **FEDERAL TRIANGLE AND PENNSYLVANIA AVENUE (3RD TO 15TH STREETS, NW) PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project consists of enhancing key civic spaces and designing and constructing perimeter security for streets within and surrounding the Federal Triangle, including Pennsylvania Avenue. Improvements will consist of paving and plaza

amenities; a variety of special bollards and guardhouses; trees; and custom-designed civic spaces. Hardened street furniture—including benches, lighting, drinking fountains, trash receptacles, planters, and bus shelters—also will help to secure the area. The project will include mitigation for impacts to the transportation system.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Affected Agencies:** Department of Commerce, Department of Justice, Environmental Protection Agency, Federal Trade Commission, Internal Revenue Service, National Archives and Records Administration, National Gallery of Art, NPS, Interstate Commerce Commission, U.S. Agency for International Development, GSA, Interstate Commerce Commission/U.S. Customs Service, and U.S. Postal Service.

**Lead Agencies:** Federal Highway Administration, Eastern Federal Lands Division; GSA.

**Support Agencies:** NPS and affected agencies (listed above).

#### **CONSTITUTION AVENUE (17TH TO 23RD STREETS, NW) PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project consists of designing and constructing perimeter security streetscape components that include a hardened landscape solution (bollards and plantings), a variety of special bollards, benches, guardhouses, and plinth walls.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Affected Agencies:** Department of Commerce, Department of Justice, Federal Trade Commission, Internal Revenue Service, Interstate Commerce Commission/Customs Service, National Archives and Records Administration, National Gallery of Art (West Wing), National Museum of American History, National Museum of Natural History, GSA, NPS, and the Federal Reserve Board.

**Lead Agency:** Federal Highway Administration, Eastern Federal Lands Division.

**Support Agencies:** GSA, Smithsonian Institution, and affected agencies (listed above).

**Comment:** The southside portion of Constitution Avenue between 3rd Street and 15th Street, NW is included in the Smithsonian Institution's project to "Construct/Install Anti-Terrorism Protection." The north side of Constitution Avenue will be included in the Federal Triangle and Pennsylvania Avenue (3rd to 15th Streets, NW) project.

#### **INDEPENDENCE AVENUE (3RD TO 14TH STREETS, SW) PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project consists of designing and constructing perimeter security streetscape components along Independence Avenue, which is considered Constitution Avenue's sister street. Elements consist of a hardened landscape solution (bollards and plantings), a variety of special bollards, benches, and trees. Included in the project scope is a feasibility study regarding the removal of the parking lane on the north side of the street and mitigation for impacts to the transportation system.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Affected Agencies and Facilities:** Smithsonian Castle, Arthur M. Sackler Gallery, Freer Gallery, Hirshhorn Museum, Museum of African Art, National Air and Space Museum, National Museum of the American Indian, S. Dillon Ripley Center, Department of Agriculture, Department of Energy, Department of Health and Human Services, Department of Transportation, National Aeronautics and Space Administration, GSA, and NPS.

**Lead Agency:** Federal Highway Administration, Eastern Federal Lands Division.

**Support Agencies:** GSA, Smithsonian Institution, and affected agencies (listed above).

**Comment:** The portion of Independence Avenue between 3rd Street, NW and 12th Street, NW is included in the Smithsonian Institution's project to "Construct/Install Anti-Terrorism Protection" along the north side of the avenue.

#### **10TH STREET, SW PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project involves designing and constructing perimeter security. Due to special conditions, this street will require a custom-designed solution. At a minimum, perimeter security streetscape elements will include bench seating, planters, a variety of special bollards, and trees. The project will include mitigation for impacts to the transportation system.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Affected Agencies:** Department of Energy, Department of Transportation, Federal Emergency Management Agency, Internal Revenue Service, U.S. Postal Service, and GSA.

**Lead Agency:** Federal Highway Administration, Eastern Federal Lands Division.

**Support Agencies:** District of Columbia, GSA, and affected agencies (listed above).

#### **MARYLAND AVENUE, SW PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project consists of designing and constructing perimeter security streetscape components that include a hardened landscape solution (bollards and plantings), a variety of special bollards, benches, and trees. Considered one of Pennsylvania Avenue's sister streets, Maryland Avenue merits special treatment. The project will include mitigation for impacts to the transportation system.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Affected Agencies:** Department of Education, Department of Transportation, and GSA.

**Lead Agency:** Federal Highway Administration, Eastern Federal Lands Division.

**Support Agencies:** GSA and affected agencies (listed above).

#### **WEST END PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project consists of designing and constructing perimeter security streetscape improvements, including plinth walls, a hardened landscape solution (bollards and plantings), fence walls, a variety of special bollards, guardhouses, benches, and trees. Some design solutions require removal of a parking lane. The project will include mitigation for impacts to the transportation system.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Affected Agencies:** Department of State, Federal Reserve Board, Department of the Interior, and Office of Personnel Management.

**Lead Agency:** Federal Highway Administration, Eastern Federal Lands Division.

**Support Agencies:** Affected agencies (listed above).

#### **SOUTHWEST FEDERAL CENTER PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project consists of designing and constructing perimeter security streetscape improvements, including large planters/benches, guardhouses, a variety of special bollards, trees, and street furniture. Since the removal of parking lanes is proposed, estimates for the project should include the construction of two parking garages—each accommodating 400 parking spaces—to mitigate the loss of parking. The project will also include mitigation for impacts to the transportation system.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Primary Affected Agencies:** Broadcasting Board of Governors, Bureau of Engraving and Printing, Department of Agriculture, Department of Education, Department of Energy, Department of Health and Human Services, Department of Housing and Urban Development, Department of State, Department of Transportation, Federal Aviation Administration, Federal Communications Commission, Federal Emergency Management Agency, Internal Revenue Service, Interstate Trade Commission (Customs Service), National Aeronautics and Space Administration, Small Business Administration, and GSA.

**Lead Agency:** Federal Highway Administration, Eastern Federal Lands Division.

**Support Agencies:** GSA and affected agencies (listed above).

#### **DOWNTOWN PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

Where security requirements warrant permanent solutions for downtown federal agencies, perimeter security and streetscape improvements should be designed and constructed. Streetscape designs should be consistent with existing street furniture being used by the District and the Business Improvement District. These designs should include hardened

street furniture consisting of a variety of special bollards, benches, lights, kiosks, bus shelters, bike racks, trash receptacles, and trees.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Affected Agencies:** There are numerous federal agencies in downtown offices. Some are in federally owned buildings while others are located in leased private space. Improvements should be made primarily by individual building owners and coordinated through GSA.

**Lead Agency:** Federal Highway Administration, Eastern Federal Lands Division.

**Support Agencies:** GSA and affected agencies.

## **FEDERAL BUREAU OF INVESTIGATION PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project involves designing and constructing perimeter security streetscape improvements consisting of hardened street furniture.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Lead Agency:** Federal Highway Administration, Eastern Federal Lands Division.

**Support Agencies:** Federal Bureau of Investigation and GSA.

## **MOBILITY AND PARKING IMPACT STUDIES**

*Recommended and Strongly Endorsed*

This project calls for a comprehensive parking and traffic study to identify and fund mitigation strategies for decreased circulation due to security measures. Potential studies include, but are not limited to: an impact study on the removal of a parking and traffic lane from Independence Avenue; an impact study on the removal of a parking lane at the Southwest Federal Center and the West End; a centralized parking study for the Southwest Federal Center; a transit study for bus operations; and a tunnel feasibility study to improve access through President's Park.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Lead Agencies:** NCPC, Federal Highway Administration (Eastern Federal Lands Division), and the D.C. Department of Transportation.

## **DC CIRCULATOR**

*Recommended and Strongly Endorsed*

This project calls for completing the implementation of the Circulator, including the development of all necessary roadway and sidewalk improvements and support facilities. NCPC, the Downtown DC Business Improvement District, the District Department of Transportation, and WMATA started the implementation phase for the Circulator after completing an implementation study in July 2003. The service serves as a convenient supplement to the Metrorail and Metrobus system for visitors and workers throughout the monumental core and surrounding urban area. The service conveniently transports visitors among the attractions concentrated in the monumental core and the services located in the surrounding urban area. (See page 20 for additional information.)

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Lead Agencies:** NCPC, Downtown DC Business Improvement District, the District Department of Transportation, and WMATA.

**Comment:** The Circulator began operating on July 10, 2005. The initial two routes were a north-south service that runs from the Washington Convention Center to the Southwest Waterfront and an east-west service that runs from Union Station to Georgetown along Massachusetts Avenue and K Street. A third east-west route was added to the system in March 2006, providing service along the National Mall between 4th Street and 17th Street. Additional routes are under study.

## **SOUTH CAPITOL STREET RECONSTRUCTION**

*Recommended and Strongly Endorsed*

This project calls for redesigning and reconstructing South Capitol Street between Washington Avenue and the new Frederick Douglass Memorial Bridge as a great avenue and grand entry to the monumental core of the nation's capital. Improvements will result in a surface roadway accommodating existing and future vehicular traffic demands and

pedestrian movement while also providing open space and pedestrian amenities along its length. As envisioned, the plan calls for development of an oval traffic rotary with a green commons and space for a memorial and civic art, where the new bridge intersects with South Capitol Street and Potomac Avenue. The plan includes development of a new South Capitol Street waterfront gateway park on the Anacostia River with space for a new museum, performing arts, or other cultural facility, or major memorial on the axis of South Capitol Street. Building on the momentum of the new baseball stadium and bridge, the plan identifies opportunities for new housing, office, and retail development and would connect this area with the National Mall and rest of the city. (See page 21-22 for additional information.)

*This project was first submitted by NCPC in the FYs 2002-2007 program.*

## **SOUTH CAPITOL STREET WATERFRONT PARK**

*Recommended and Strongly Endorsed*

NCPC's South Capitol Street vision and framework plan envisions the development of a new waterfront gateway park located at the foot of the new Frederick Douglass Memorial Bridge between the proposed oval traffic rotary and commons and the Anacostia River. The plan identifies the opportunity to locate a possible new museum or other cultural facility or a major memorial on the axis of South Capitol Street within this park.

The plan includes three scenarios to bring this vision of creating a spectacular new address for South Capitol Street to life.

- The central memorial alternative: a major memorial and smaller civic art in the common and an amphitheater or other active public space on the waterfront.
- The waterfront memorial alternative: a major memorial on the Anacostia River and smaller civic art or memorials and major public gatherings and events on the commons,
- The major cultural facility alternative: significant performing arts, museum, or other cultural facility at the waterfront terminus and a major memorial and civic art in the commons.

*This project was first submitted by NCPC in the FYs 2006-2011 program.*

**Comment:** In its September 2001 *Memorials and Museums Master Plan*, NCPC identified this area as a 'prime site' for the future location of a memorial or museum of national significance. In addition, in 2005 NCPC developed a concept for locating the Washington Maritime Heritage Center in this waterfront park. The U.S. Navy Museum would relocate from the Washington Navy Yard to the center and the facilities and programs for the National Maritime Heritage Foundation would be developed as components of the private mixed-use development of the waterfront.

## **NEW FREDERICK DOUGLASS MEMORIAL BRIDGE**

*Recommended and Strongly Endorsed*

This project involves the design and construction of a new Anacostia River bridge, including both northern and southern bridge approaches and associated public open space. The estimated cost of replacing the Frederick Douglass Memorial Bridge (I-695 to Firth Sterling Avenue) is \$270 million. Rehabilitation work on the existing bridge to ensure the safety of the traveling public until the bridge is replaced is currently underway. Environmental studies for the replacement structure are currently being conducted, with review in FY 2007. Design of the new bridge will take place in FY 2008-2010, with construction scheduled from FY 2010-2013.

The bridge currently carries five lanes of traffic over the river between South Capitol Street and the Anacostia Freeway, Suitland Parkway, and points south and east. Built in 1941, it was last rehabilitated in 1976, and currently has a sufficiency rating of 50, which means that its structural adequacy, safety, serviceability, and function are seriously compromised. Trucks have been restricted from the outside travel lanes in both directions. The main superstructure—made of steel—is afflicted with areas of severe rusting, section loss, and paint failure. Finally, the drainage system is failing.

The Frederick Douglass Memorial Bridge is the southern portal to Capitol Hill, which connects the major regional freeways of I-395 and I-295 linking Maryland and neighborhoods east of the Anacostia River with downtown Washington. The bridge is one of the most important pieces of the Anacostia Waterfront Initiative—a multi-jurisdictional effort to revitalize the Anacostia waterfront. Improving the character, connectivity, safety, and multi-modal nature of the bridge and the South Capitol Street corridor is a vital piece of the planned improvements in this area. A new Frederick Douglass Memorial Bridge will complement similar improvements contemplated for the 11th Street Bridges and along the waterfront.

*This project was first submitted by NCPC in the FYs 2005-2010 program.*

**Comment:** In 2003, at the request and funding of Congress, the District of Columbia Department of Transportation transmitted to Congress the South Capitol Gateway Corridor Improvement Study. In June 2004, the Mayor of the District of Columbia and the Department of Transportation, along with other district and federal officials, signed an agreement to rebuild the Frederick Douglass Memorial Bridge. (See the South Capitol Street Reconstruction and South Capitol Street Waterfront.) On May 8, 2006, a cooperative agreement was signed to conduct an Environmental Impact Study to rebuild the bridge.

## **RAILROAD RELOCATION FEASIBILITY STUDY**

### *Recommended and Strongly Endorsed*

This project calls for studying the feasibility—including costs and benefits—of alternative alignments for the existing CSX freight railroad line, which transports freight and passenger rail services through the Southwest and Southeast areas of the District of Columbia. The potential benefits of relocating the railroad include:

- Reducing security risks in Washington. The existing system brings freight and passenger trains alongside major federal buildings, residential neighborhoods, and within four blocks of the U.S. Capitol. There is a potential for accidental or deliberate damage caused by materials on trains, particularly since hazardous materials are shipped on this line. The trains use a combination of surface tracks and tunnels, each presenting its own type of risk. Routes that avoid proximity to sensitive locations and use controlled tunnels to protect trains and tracks from outside damage are desirable.
- Reclaiming the land occupied by the railroad. When created, the railroad tracks displaced critical portions of Maryland Avenue, SW and nearly all of Virginia Avenue, SW/SE. Relocation of the tracks would allow restoration of these L'Enfant avenues, enabling them to serve their original purpose as primary organizing features for urban districts. This restored component of the city's roadway system would improve circulation and the efficiency of evacuation of the central area of Washington in the case of an emergency. Restoration of these avenues allows for potential redevelopment of adjacent properties as well as new development opportunities. The study also will explore ways to address the remaining passenger segments of the rail line.
- Improving the efficiency and safety of the rail system. The antiquated tracks and routing constrain improvements to Washington area rail service. Aging infrastructure and tight design dimensions have reduced freight traffic to a single track through segments of the line. On other segments, passenger trains share tracks with freight trains, severely limiting passenger service south and west of Washington. An improved system could bring efficient Northeast Corridor passenger service into Virginia, with benefits reaching to Richmond and beyond. Such an improvement could also make freight service more cost-effective.
- Eliminating physical and visual barriers within the city. Current problems include splitting of the Southwest Federal area; visual interruption of the South Capitol Street corridor; separation of the Anacostia River banks (on both sides) from adjacent neighborhoods; discontinuity of the parkland along both banks of the Anacostia River; limitation of public access to the Anacostia waterfront and interruption of the Anacostia River itself with a very low bridge.

A railroad relocation feasibility study will involve stakeholders, such as owners of buildings and/or land adjacent to existing and potential alignments (including owners of air-rights).

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** NCPC initiated a consultant study providing a detailed analysis of the existing conditions and issues for the seven-mile stretch of CSX rail line in the District. The study, completed in April 2005, was the first step in understanding this rail segment.

NCPC partnered with the District Department of Transportation in successfully requesting a Department of Homeland Security Urban Area Security Initiative (UASI) grant funding to study alternative alignments for rail service south of the monumental core. The project will be coordinated with the Interagency Security Task Force and the Railroad Working Group, which includes regional stakeholders from Virginia, Maryland, and the District, and federal partners such as Amtrak and the Federal Railroad Administration. The \$1 million relocation study began in March 2006 and will evaluate five alternative alignments to improve security in the area.

## **RFK STADIUM SITE REDEVELOPMENT STUDY**

*Recommended and Strongly Endorsed*

Since professional football relocated outside of Washington, D.C., the Robert F. Kennedy Memorial (RFK) Stadium has been underutilized. It serves as a stadium for major league soccer and as a temporary home for Major League baseball. However, baseball, and possibly soccer, will soon find a permanent home in another location. RFK will be obsolete and its reuse or demolition will be imminent. Located at the terminus of East Capitol Street and along the Anacostia Waterfront, the RFK site is prime real estate. Both the Legacy Plan and the Anacostia Waterfront Initiative (AWI) lay out general visions for the site's redevelopment. The site is also adjacent to Reservation 13, which the District seeks to redevelop into the Hill East neighborhood. Once RFK Stadium is vacated of its major activities, there will be a strong interest in redeveloping the site into something that is worthy of its prominence within the nation's capital. The land on which RFK lies is federal, with the District of Columbia having limited jurisdiction for entertainment purposes. Therefore, it is appropriate to do a redevelopment study of the site that would assess the recommendations of the Legacy Plan and AWI, and the development proposals for Reservation 13. The study would analyze the site's constraints and opportunities and provide recommendations on potential federal facilities, open space, commemorative works, and possible private development opportunities.

*This project was first submitted by NCPC in the FYs 2006-2011 program.*

**Lead Agency:** NCPC.

**Project Partners:** NPS, D.C. Department of Transportation, Anacostia Waterfront Corporation, D.C. Office of Planning, U.S. Army Corps of Engineers, D.C. Sports and Entertainment Commission, WMATA.

**Comment:** NCPC has prepared a draft study which is currently being reviewed by project partners and the public.

## **PLAN AND DESIGN TO DECK-OVER AND REMOVE PORTIONS OF THE SOUTHEAST/SOUTHWEST FREEWAY**

*Recommended for Future Programming*

This project consists of developing plans to remove portions of the Southeast/Southwest Freeway in the District of Columbia and replacing lost capacity via the surface street grid. This project also includes developing plans to deck-over other portions of the freeway and reconnect the surface-level street system. The freeway forms a physical and visual barrier between neighborhoods and the waterfront and limits the potential for urban revitalization.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** This project was first conceived in NCPC's 1997 Legacy Plan. Currently, multi-agency studies to improve South Capitol Street and the Anacostia waterfront that are underway include the possibility of removing portions of the Southeast/Southwest Freeway between the Anacostia River and South Capitol Street. Another study should be developed to examine the possibility of removing the freeway portion between South Capitol Street and the 14th Street Bridge.

## **TOUR BUS PARKING FACILITY**

*Recommended for Future Programming*

In cooperation with the District of Columbia government, this project calls for developing a comprehensive understanding of tour bus operations and travel patterns in the District of Columbia and the problems inherent in those operations. The project involves developing an accompanying strategic tour bus management plan which outlines operational and facility solutions that benefit visitors, residents, business owners, the tour and conventions industries, and the city and federal governments alike. Finally, the project would call for designing and constructing a central tour bus parking facility to serve federal attractions near the National Mall.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Lead Agency:** U.S. Department of Transportation.

**Support Agencies:** NCPC, D.C. Department of Transportation, Washington Convention and Tourism Corporation, Downtown D.C. Business Improvement District, Office of D.C. Councilmember Sharon Ambrose, and NPS.

**Comment:** In October 2003, the U.S. Department of Transportation released the District of Columbia Tour Bus Management Initiative Final Report. The report, a preliminary feasibility analysis, contains an analysis of potential sites for tour bus parking facilities within the District of Columbia. The report suggests that providing a conservative supply of structured parking spaces in one or more central locations within the District of Columbia may be a financially viable

option. Another option is providing surface parking in areas at the periphery of the District to address a substantial share of the demand for tour bus parking spaces.

At its meeting on February 3, 2005, NCPC approved the concept design plans for an Interim Parking Lot at the former Washington Convention Center that will accommodate tour bus parking until new development occurs on the site. At its April 7, 2005 meeting, NCPC approved preliminary and final site and building plans for the Interim Parking Lot. A permanent site for the tour bus parking facility has not been identified.



# Maryland

The FCIP for FYs 2007-2012 contains a total of 58 proposed projects in Montgomery and Prince George's Counties. All of these projects have been submitted by agencies. The estimated total cost of the 58 projects is \$1,441,974,000 for FYs 2007-2012.

## MONTGOMERY COUNTY

Sixteen projects are located in Montgomery County with an estimated total cost of \$1,023,985,000 for FYs 2007-2012. NCPC *recommends* fifteen projects and considers them in conformance with Commission and local plans and planning policies, and *recommends and strongly endorses* one.

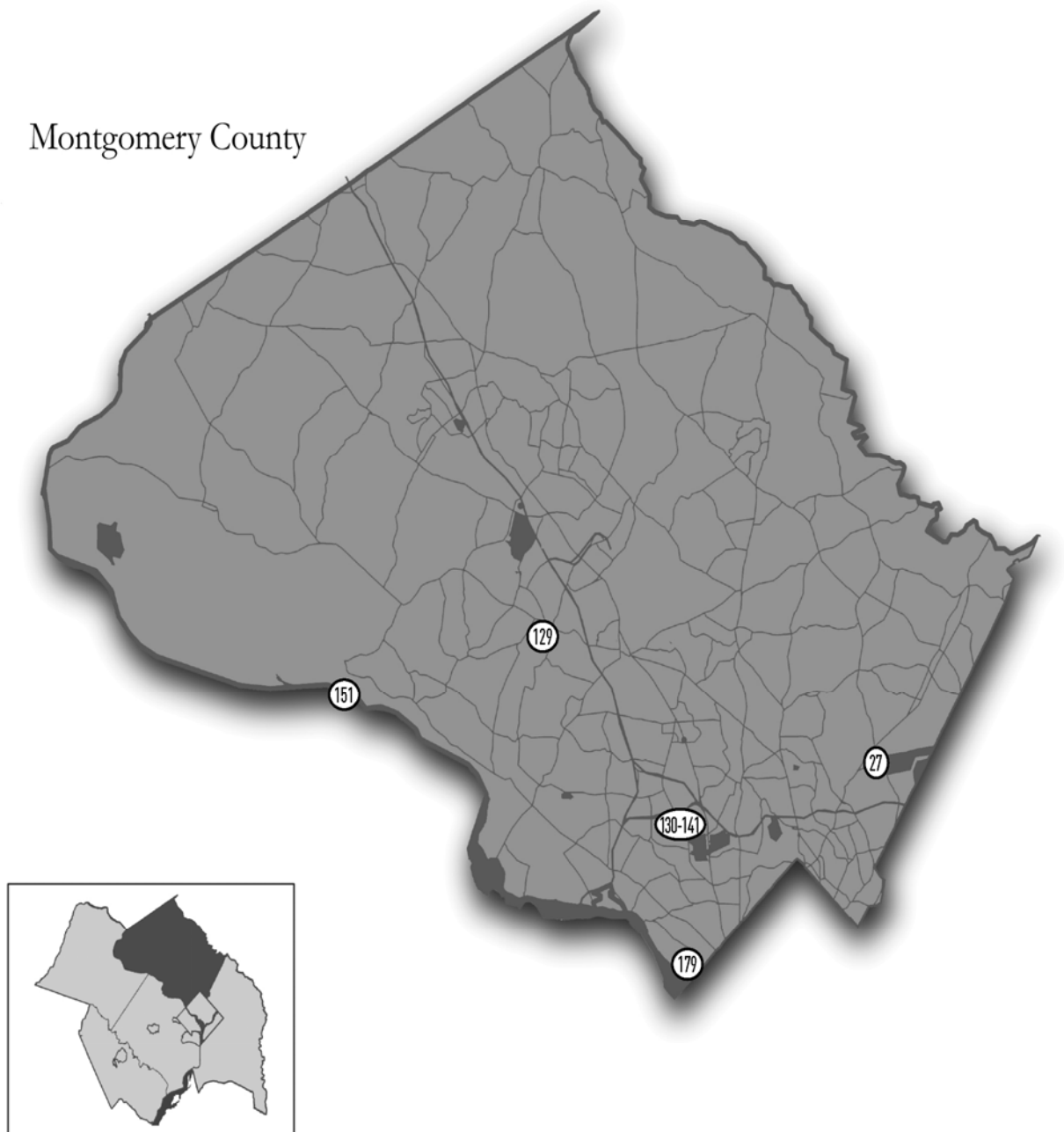
## PRINCE GEORGE'S COUNTY

Forty-two projects are located in Prince George's County with an estimated total cost of \$417,989,000 for FYs 2007-2012. NCPC *recommends* all forty-two projects and considers them in conformance with Commission and local plans and planning policies.

Budget Estimates (000 of Dollars)								
	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FYs 2007-2012
Montgomery County Total	417,049	229,300	403,000	30,550	144,100	139,835	77,200	1,023,985
Prince George's County Total	65,725	174,477	81,050	44,550	38,040	39,900	8,600	417,989
Maryland Total	482,774	403,777	484,050	75,100	182,140	179,735	85,800	1,441,974

Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

## Montgomery County



# MONTGOMERY COUNTY

## *Recommended and Strongly Endorsed*

### **White Oak**

27. Food and Drug Administration Consolidation (p. 105)

## *Recommended*

### **GENERAL SERVICES ADMINISTRATION**

129. Consumer Products Safety Commission (p. 106)

### **DEPARTMENT OF HEALTH AND HUMAN SERVICES**

#### **National Institutes of Health**

130. Animal Research Center/Central Vivarium (p. 106)  
131. John Edward Porter Neuroscience Research Center, Phase II (p. 107)  
132. Northwest Child Care Facility (p. 107)  
133. Demolish Buildings 14/28/32 (p. 107)  
134. South Quad Parking Facility (p. 108)  
135. South Quad Utility Expansion (Chiller/Boiler #7) (p. 108)  
136. Building 37 Basement Renovation (p. 108)  
137. Building 3 Renovation (p. 108)  
138. Laboratory N, Center for the Biology of Disease, South Quad (p. 109)  
139. Laboratory P, Center for the Biology of Disease, South Quad (p. 109)  
140. Buildings 29A and 29B Renovation and Demolition of Building 29 (p. 109)  
141. Building 10 Clinical Research Core Renovation (p. 109)

### **DEPARTMENT OF THE INTERIOR**

#### **National Park Service**

151. Restore Seneca Village Historic Scene (Riley's Lock), C&O Canal (p. 110)

### **DEPARTMENT OF THE NAVY**

#### **Naval Surface Warfare Division Carderock**

179. Engineering Management and Logistics Facility (p. 116)

# Montgomery County

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FYs 2007-2012
---------------	------------------	---------	---------	---------	---------	---------	---------	------------------------

## GENERAL SERVICES ADMINISTRATION

Project Title	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FYs 2007-2012
<b>White Oak</b>								
FDA Consolidation	332,849	179,300	300,000	0	0	0	0	479,300
Consumer Products Safety Commission	0	0	2,000	0	0	0	0	2,000
<b>Total in Montgomery County</b>	<b>332,849</b>	<b>179,300</b>	<b>302,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>481,300</b>

## DEPARTMENT OF HEALTH & HUMAN SERVICES

### National Institutes of Health, Bethesda Campus

Animal Research Center	17,300	0	0	0	100,000	110,000	0	210,000
Neuroscience Research Center II	66,400	50,000	100,000	0	0	0	0	150,000
Northwest Child Care Facility	500	0	0	9,500	0	0	0	9,500
Demolish Buildings 14/28/32	0	0	0	0	0	1,000	35,000	36,000
South Quad Parking Facility	0	0	0	0	1,100	0	38,800	39,900
South Quad Utility Expansion	0	0	1,000	0	43,000	0	0	44,000
Building 37 Renovation	0	0	0	7,800	0	0	0	7,800
Building 3 Renovation	0	0	0	13,250	0	0	0	13,250
Laboratory N, South Quad	0	0	0	0	0	0	2,000	2,000
Laboratory P, South Quad	0	0	0	0	0	4,000	0	4,000
Bldgs. 29A and 29B Renovations	0	0	0	0	0	0	1,400	1,400
Building 10 Core Renovation	0	0	0	0	0	8,000	0	8,000
<b>Total in Montgomery County</b>	<b>82,200</b>	<b>50,000</b>	<b>101,000</b>	<b>30,550</b>	<b>144,100</b>	<b>123,000</b>	<b>77,200</b>	<b>525,850</b>

## DEPARTMENT OF THE INTERIOR

### National Park Service

Seneca Village, C&O Canal	0	0	0	0	0	2,235	0	2,235
<b>Total in Montgomery County</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,235</b>	<b>0</b>	<b>2,235</b>

## DEPARTMENT OF THE NAVY

### Naval Surface Warfare Division Carderock

Eng. Management & Logistics Facility	0	0	0	0	0	14,600	0	14,600
<b>Total in Montgomery County</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,600</b>	<b>0</b>	<b>14,600</b>

---

<b>Montgomery County Total</b>	<b>417,049</b>	<b>229,300</b>	<b>403,000</b>	<b>30,550</b>	<b>144,100</b>	<b>139,835</b>	<b>77,200</b>	<b>1,023,985</b>
--------------------------------	----------------	----------------	----------------	---------------	----------------	----------------	---------------	------------------

Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

# Montgomery County

## DEPARTMENT OF THE ARMY

### WALTER REED ARMY MEDICAL CENTER, FOREST GLEN SECTION

The BRAC actions require the re-stationing of several tenants from the Walter Reed Institute of Research (WRAIR) and Navy Medical Research Command (NMRC) to various locations off post. In addition, the Main Section's closure requires some re-stationing to Forest Glen. The following projects are proposed at WRAMC, Forest Glen:

- An approximately 350,000 gross-square-foot Enhanced Use Lease (EUL) medical administration and research laboratory facility is proposed for the parking area at the foot of the pedestrian overpass leading to Building 503. Supporting this project is an approximately 500 space structured parking facility which will replace 150 surface existing spaces. Potential tenants for the EUL space may include the WRAIR Infectious Disease Research Lab, the Army Medical Surveillance Activity's administration and warehouse function; the WRAIR Pilot Bio-manufacturing Facility which would replace existing Buildings 501 and 508; and other uses to be determined.
- A 6,000 gross-square-foot Department of Defense Veterinary Pathology Residency Program will infill Building 508 after it is vacated.
- A 50,000 gross-square-foot general administrative building is proposed for the site of existing Building 156, which is scheduled for demolition.
- A 35,000 gross-square-foot renovation of Building 606 will include the relocation of Building 509's tissue repository and the disestablished Armed Forces Institute of Pathology's Building 54 tissue repository.
- Security canopies and access control point projects that were scheduled to proceed at Forest Glen have not been funded and currently are on hold.

Note that every effort to represent projects at WRAMC accurately as of this date has been made but all areas, dates, and project concepts and assumptions are approximate and subject to change.

## GENERAL SERVICES ADMINISTRATION

### WHITE OAK

#### FOOD AND DRUG ADMINISTRATION CONSOLIDATION

*Recommended and Strongly Endorsed*

\$479,300,000 (estimated project cost during FYs 2007-2012). This project involves the continued design and construction of a new facility on 130 acres totaling 2,215,848 gross-square-feet of occupiable space. This facility will consolidate the Food and Drug Administration's (FDA) Center for Drug Evaluation and Research; Center for Devices and Radiological Health; Center for Biologic Evaluation and Research; Office of the Commissioner; and Office of Regulatory Affairs. Modern laboratories, offices, and support space will be provided for these operations. This project will lead to greater performance efficiency at FDA's various centers. The estimated total project cost is \$814,149,000; the project has received \$332,849,000 in prior funding.

*This project first appeared in the FYs 1995-1999 program.*

**Comment:** GSA and FDA developed an EIS Supplement that assessed impacts associated with this site. The environmental documentation process was completed in April 1997. At its June 26, 1997, meeting, the Commission approved—except for the parking—a master plan for this site.

NCPC has taken the following actions on this project:

- July 6, 2000: NCPC approved the design concept plans for FDA's consolidation site.
- December 14, 2000: NCPC approved preliminary site and building plans for the first building at FDA's consolidation site.
- April 5, 2001: NCPC approved final site and building plans for the Center for Drug Evaluation and Research (CDER) Laboratory.

- June 6, 2002: NCPC approved a revision to the FDA Consolidation Master Plan, which indicated an employment level of 6,235 and a parking ratio of one space for every two employees. FDA was required to submit a revised parking plan within nine months of fully occupying the CDER office and work with transit agencies to provide transit service to the site as soon as possible.
- August 1, 2002: NCPC approved preliminary and final site and building plans for the CDER building.
- February 6, 2003: NCPC approved final site and building plans for Building 100, the Central Utility Plant.
- March 3, 2005: NCPC approved final site and building plans for the North Parking Garage 1.
- April 7, 2005: NCPC approved preliminary and final site and building plans for CDER Office Building 2.
- April 6, 2006: NCPC approved preliminary and final site and building plans for the Center for Devices and Radiological Health Office Building.
- July 6, 2006: NCPC approved the 2006 master plan update and transportation management plan for the U.S. Food and Drug Administration Consolidation at the White Oak Federal Research Center in Montgomery County, Maryland.

The District of Columbia government continues to be concerned with GSA over the process by which certain FDA facilities are being proposed for relocation to White Oak and College Park, Maryland. In a letter to GSA, the D.C. Office of Corporation Counsel has taken the position that the relocation plans to date are contrary to the requirements of Executive Order 12072 on Federal Space Management, which states that the federal government encourage the location of federal workplaces in central cities, making downtown areas attractive places to work, conserving existing resources, and encouraging redevelopment. GSA has advised the D.C. Corporation Counsel of its continuing commitment to the Administration's urban policy as contained in Executive Order 12072 and confirmed in Executive Order 10036. With respect to the FDA consolidation activities in Maryland, it is GSA's position that the consolidation is authorized by law and that the location of the consolidation in Prince George's and Montgomery County, Maryland is pursuant to congressional direction.

#### **CONSUMER PRODUCTS SAFETY COMISSION**

##### *Recommended*

\$2,000,000 (estimated project cost during FYs 2007-2012). This project is to construct a one-story facility for the Consumer Product Safety Commission located at 10901 Darnestown Road, Gaithersburg, MD. The proposed project includes demolition of six existing structures currently located at the facility. The seven existing structures are one-story, free-standing cinder block laboratories totaling 19,548 square feet.

*This is a new project in this FYs 2007-2012 program.*

## **DEPARTMENT OF HEALTH AND HUMAN SERVICES**

### **NATIONAL INSTITUTES OF HEALTH**

#### **ANIMAL RESEARCH CENTER / CENTRAL VIVARIUM**

##### *Recommended*

\$210,000,000 (estimated project cost during FYs 2007-2012). This project provides a 27,870-gross-square-meter (300,000-gross-square-feet) multi-level Animal Research Center/Central Vivarium to replace present facilities in the Building 14/28/32 complex. The new facility will provide animal holding, receiving, quarantine, and procedure areas; basic and specialized research laboratories; administrative support spaces; and the necessary utilities to comply with the Association for Assessment and Accreditation of Laboratory Animal Care (AAALAC) guidelines. The Animal Research Center/Central Vivarium is a vital part of NIH's research infrastructure and is the initial project in establishing a program for the Center for the Biology of Disease. Animal models continue to be one of the most valuable tools in basic biology and more complex mechanisms of disease. The multi-level facility will replace a marginal and crowded group of facilities with a new facility designed to house non-mammalian species in AAALAC-compliant space. Preliminary planning efforts are ongoing. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$227,300,000; the project has received \$17,300,000 in prior funding.

*This project first appeared in the FYs 2000-2004 program under the title, "Central Vivarium."*

## **JOHN EDWARD PORTER NEUROSCIENCE RESEARCH CENTER-PHASE II**

### *Recommended*

\$150,000,000 (estimated project cost during FYs 2007-2012). This project involves designing and constructing a 355,000-gross-square-foot multi-story laboratory facility devoted to neuroscience research. The facility, which will support biomedical research, will include laboratory space, an animal facility for rodents, offices, and conference rooms. Once Building 36, a multi-story laboratory building constructed in the 1960s, is demolished and replaced with the new laboratory, the Neuroscience Research Center will be complete.

The basic areas of neuroscience research overlap so extensively that the mission of the research center would be best served by a combined effort under one roof. The Neuroscience Research Center will speed the rate at which fundamental discoveries are translated into effective neurological and psychiatric treatments.

In addition to the programmatic reasons for this new laboratory, the core facilities in which NIH neuroscientists work are inadequate. The neuroscience laboratory facilities at NIH have not kept pace with recent technological breakthroughs. To be one of the world's leading centers for technological development, NIH needs state-of-the-art facilities. The new facilities will provide the shared equipment rooms, common areas for lab meetings, seminar rooms, and an auditorium necessary to support collaboration among neuroscientists. The sites for both phases I and II of the project are interconnected such that the completed structure will be seen as one building. The planning and design of this facility has been completed, although NIH is redesigning Phase II. NIH received funding to demolish Building 36 (demolition is underway) and begin construction of Phase II. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost \$216,400,000; the project has received \$66,400,000 in prior funding.

*This project first appeared in the FYs 2001-2005 program under the title, "National Neuroscience Center."*

## **NORTHWEST CHILD CARE FACILITY**

### *Recommended*

\$9,500,000 (estimated total project cost). This project involves the construction of a 22,000-gross-square-foot child care facility for 150 to 175 children. The structure will include classrooms, administrative space, parent/teacher conference areas, kitchen and laundry facilities, interior and exterior play areas, equipment and utility space, and general and handicapped parking spaces. To attract and retain a high-quality workforce and to enhance staff productivity and performance, NIH must provide excellent and affordable child care. The current child care centers cannot accommodate increased demands, resulting in growing waiting lists and the inability to satisfy childcare needs. Preliminary planning has been done under the 2003 Master Plan update. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$10,000,000; the project has received \$500,000 in prior funding.

*This project first appeared in the FYs 2001-2005 program.*

## **DEMOLISH BUILDINGS 14/28/32**

### *Recommended*

\$36,000,000 (estimated total project cost). This project calls for demolishing the sprawling, aging, and inefficient Building 14/28/32 Complex to make space available for state-of-the-art research facilities in the south quadrant of the Bethesda campus. If demolition does not take place, the new research and support structures recommended by the approved NIH master plan for this area cannot be built to respond to current and emerging research demands. Preliminary planning efforts are ongoing. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project.

*This project first appeared in the FYs 2001-2005 program.*

## **SOUTH QUAD PARKING FACILITY**

*Recommended*

\$39,900,000 (estimated project cost during FYs 2007-2012). This project calls for the design and construction of a 1,024-vehicle multi-level parking garage in the south quadrant of the NIH Bethesda campus. Consistent with the approved NIH Master Plan, the facility is required to support personnel housed in all areas of the campus and to replace parking that has been displaced by construction of new facilities and by roadway changes planned in the south quadrant. Preliminary planning has begun. The NIH historic preservation officer will review this project for potential impact on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$39,900,000.

*This project first appeared in the FYs 2002-2007 program.*

## **SOUTH QUAD UTILITY EXPANSION (CHILLER/BOILER #7)**

*Recommended*

\$44,000,000 (estimated total project cost). This project calls for designing and installing a steam-generating boiler system and a chiller in Building 11—the NIH Central Plant—on the NIH Bethesda campus. The project is required to support current and projected facilities planned in the south quadrant, primarily the Animal Research Center/Central Vivarium. The concept design development has been completed. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project.

*This project first appeared in the FYs 2001-2005 program under the titles, “South Quad Chiller” and “Boiler #7.”*

## **BUILDING 37 BASEMENT RENOVATION**

*Recommended*

\$7,800,000 (estimated total project cost). This project calls for design and construction work to renovate the basement of Building 37 from a decommissioned mechanical space to an expanded area for the Center for Cancer Research (CCR). This space will be used to expand the vivarium (additional rodent holding and procedure rooms); construct a state-of-the-art imaging facility; and relocate and expand the CCR DNA sequencing facility core service from the second floor. This will result in the most effective use of this space because of its proximity to the other CCR programs housed in Building 37 and the advantages of the basement environment (i.e., slab on grade, minimal vibrations, no windows, easy to secure). Preliminary planning efforts are ongoing. The project is not historically sensitive and does not impact a sensitive area. A review will be conducted to determine the appropriate level of environmental documentation for this project.

*This project first appeared in the FYs 2005-2010 program.*

## **BUILDING 3 RENOVATION**

*Recommended*

\$13,250,000 (estimated total project cost during FYs 2007-2012). This project involves converting approximately 41,000 gross square feet of mixed-use laboratory and support space into administrative space. The internal space configuration and infrastructure, including mechanical systems, will be modified to provide safe, reliable, and efficient space. The facility has been decontaminated, and the demolition of the interior has been completed. The building is eligible for listing in the National Register of Historic Places. There will be no changes or modifications to the exterior of the building. A review will be conducted to determine the appropriate level of environmental documentation for this project.

*This project first appeared in the FYs 2005-2010 program.*



#### **LABORATORY N, CENTER FOR THE BIOLOGY OF DISEASE, SOUTH QUAD**

##### *Recommended*

\$2,000,000 (estimated project cost during FYs 2007-2012). This project calls for designing and constructing an approximately 138,000-gross-square-foot multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space that will help facilitate advancements in research to improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment and cold rooms, a loading dock, and material handling spaces. Planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$105,000,000.

*This project first appeared in the FYs 2002-2007 program.*

#### **LABORATORY P, CENTER FOR THE BIOLOGY OF DISEASE, SOUTH QUAD**

##### *Recommended*

\$4,000,000 (estimated project cost during FYs 2007-2012). This project calls for designing and constructing a 224,000-gross-square-foot multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space to facilitate research advancements that improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment, and cold rooms, a loading dock, and material handling spaces. Preliminary planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$138,000,000.

*This project first appeared in the FYs 2002-2007 program.*

#### **BUILDINGS 29A AND 29B RENOVATION AND DEMOLITION OF BUILDING 29**

##### *Recommended*

\$1,400,000 (estimated project cost during FYs 2007-2012). This project involves the renovation of Buildings 29A and 29B and the demolition of Building 29. Approximately 209,400 gross square feet of research space in Buildings 29A and 29B will be renovated into modern laboratory space for use by NIH. The internal space configuration and infrastructure will be modified to provide safe, reliable, and efficient laboratory and support facilities. The mechanical system will be upgraded. Preliminary planning efforts are ongoing. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$68,400,000.

*This project first appeared in the FYs 2005-2010 program.*

#### **BUILDING 10 CLINICAL RESEARCH CORE RENOVATION**

##### *Recommended*

\$8,000,000 (estimated project cost during FYs 2007-2012). This project calls for the study, design, and construction of renovations to the existing Warren G. Magnuson Clinical Center (Building 10) to permit continued use for appropriate research and other functions. The project provides phased renovations to the existing Clinical Center—and its infrastructure supporting systems—to provide adequate code-compliant spaces to support biomedical and clinical research. Preliminary planning has begun. This project will be sensitive to the character of historic structures in the vicinity of the facility. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$390,000,000.

*This project first appeared in the FYs 2004-2009 program under the title, "Building 10 Renovation, Phases I and II."*

# DEPARTMENT OF THE INTERIOR

## NATIONAL PARK SERVICE

### RESTORE SENECA VILLAGE HISTORIC SCENE (RILEY'S LOCK), C&O CANAL

#### *Recommended*

\$2,235,000 (estimated total project cost). This project encompasses the historic rehabilitation and preservation of NRHP properties at the C&O Canal National Historic Park: Lockhouse 24; Lift Lock 24; canal prism-mile 23; towpath mile 23; quarry and lock boat basins; Seneca Creek Aqueduct; and Seneca waste weir. This work will be accomplished with the Dry Stone Conservancy and through one or more contracts. Elements of this project will include providing ADA-compliant accessibility; railings at the aqueduct and lock; new restrooms; interpretive media; and restoration of the cultural landscape. Restoring the cultural landscape will include removing two post-canal-era structures containing lead and asbestos and a deteriorated parking area from the floodplain. A new parking area will be constructed on higher ground, which will expand the parking area of a state park. Stabilization and/or restoration of the other structures also will be completed by contract.

*This project first appeared in the FYs 2005-2010 program.*

# DEPARTMENT OF THE NAVY

## NAVAL SURFACE WARFARE DIVISION CARDEROCK

### ENGINEERING MANAGEMENT AND LOGISTICS FACILITY

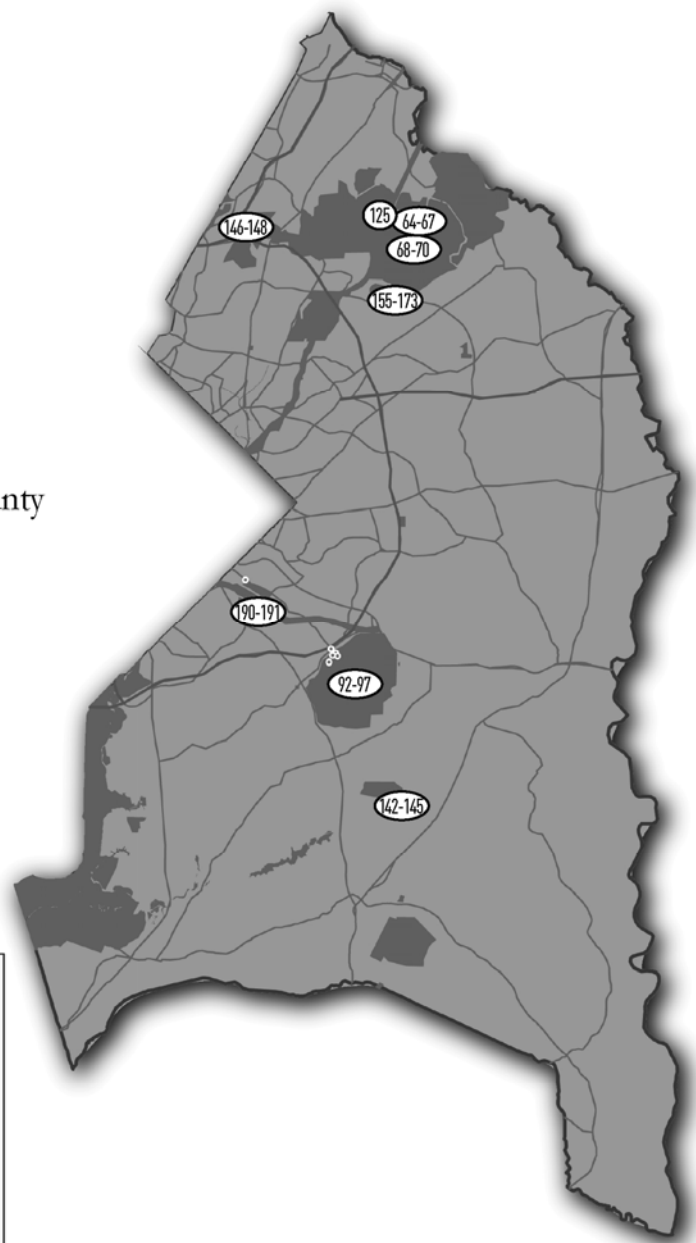
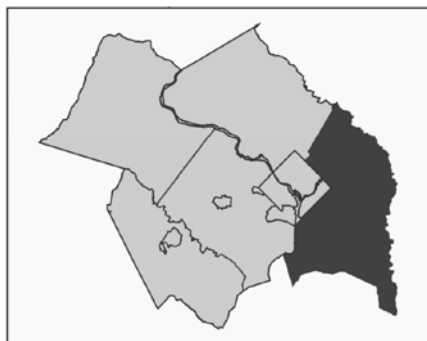
#### *Recommended*

\$14,600,000 (estimated total project cost). This project involves constructing a new 71,860-square-foot facility to include combined research laboratory space; public works shops; and specialized spaces for the curator of models, security, and a digital media editing laboratory. The two-story building will be constructed of a steel and concrete frame with a masonry and pre-cast concrete exterior. Built-in equipment includes a loading dock leveler and elevators. Sustainable design features will be integrated into the design and construction. Temporary trailers, relocation of personnel, and demolition of ten dilapidated buildings are included in the scope.

*This project first appeared in the FYs 2005-2010 program.*



# Prince George's County



# Prince George's County

## *Recommended*

### **DEPARTMENT OF AGRICULTURE**

#### **Beltsville Agricultural Research Center**

- 64. New Beef Research Facility (p. 118)
- 65. Infrastructure 200 Area (p. 118)
- 66. New Swine Parasitology Facility (p. 118)
- 67. New-Four Dairy Heifer Facilities (p. 118)

#### **National Agricultural Library**

- 68. Replace Tower Windows (p. 119)
- 69. Repair Brick Veneer (p. 119)
- 70. Repair Sidewalks (p. 119)

### **DEPARTMENT OF THE AIR FORCE**

#### **Air Mobility Command, Andrews Air Force Base**

- 92. Consolidated Library/Education Center (p. 119)
- 93. Physical Fitness Center (p. 119)
- 94. Visiting Quarters (p. 120)
- 95. Strategic Planning and Development Facility (p. 120)
- 96. Co-located Club (p. 120)
- 97. Temporary Lodging Facility (p. 120)

### **GENERAL SERVICES ADMINISTRATION**

- 125. Southern Maryland Courthouse Annex (p. 121)

### **DEPARTMENT OF HOMELAND SECURITY**

#### **Federal Law Enforcement Training Center**

- 142. Building 1, Administration Building (p. 121)
- 143. Building 1A, Classroom and Simulator Building (p. 121)
- 144. Building 12, U.S. Capitol Police Tactical Training Building (p. 122)
- 145. Building 17, Remote Mail Delivery and Warehouse (p. 122)

#### **U.S. Secret Service, James J. Rowley Training Center**

- 146. Loop Road Addition and Realignment (p. 122)
- 147. Utilities and Infrastructure Upgrades (p. 123)
- 148. Perimeter Security Upgrade (p. 123)

### **NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

#### **Goddard Space Flight Center**

- 155. Exploration Sciences Building (p. 123)
- 156. Site Utilities Upgrade – Steam Distribution (p. 123)
- 157. Master Plan Utilities (p. 124)
- 158. Repair/Replace Roofs, Various Buildings (p. 124)
- 159. Repair Emergency Chiller (p. 124)
- 160. Facilities Master Plan Road Upgrade (p. 124)
- 161. Restore Building 23 (p. 124)
- 162. Repair Cooling Tower Cells 7-9, Building 24 (p. 125)

- 163. Main Substation Transformer Replacement (p. 125)
- 164. Rehabilitate HVAC Systems and Controls, Various Building (p. 125)
- 165. Repair Central Power Plant Equipment (p. 125)
- 166. Modify Various Buildings for Accessibility (p. 125)
- 167. Rehabilitate Building 5 (p. 125)
- 168. Restore Chilled Water Distribution System (p. 125)
- 169. Repair Domestic Water/Sewer (p. 126)
- 170. Replace Low Voltage Electrical System, Various Buildings (p. 126)
- 171. Upgrade Fire Alarm Systems, Various Buildings (p. 126)
- 172. Restoration of Building 6, Ground Floor, West Wing (p. 126)
- 173. Rehabilitate Building 88 Utilities (p. 126)

**SMITHSONIAN INSTITUTION**

**Museum Support Center, Suitland**

- 190. Museum Support Center Pod 3 (p. 127)
- 191. Museum Support Center Pod 5 (p. 127)

# Prince George's County

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FYs 2007-2012
---------------	------------------	---------	---------	---------	---------	---------	---------	------------------------

## DEPARTMENT OF AGRICULTURE

### Beltsville Agricultural Research Center

New Beef Research Facility	0	0	1,300	0	0	0	0	1,300
Infrastructure 200 Area	0	35,652	0	0	0	0	0	35,652
New Swine Parasitology Facility	0	1,700	0	0	0	0	0	1,700
New Four-Dairy Heifer Facilities	0	2,700	0	0	0	0	0	2,700
<b>Subtotal</b>	<b>0</b>	<b>40,052</b>	<b>1,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41,352</b>

### National Agricultural Library

Replace Tower Windows	200	2,400	0	0	0	0	0	2,400
Modernization—Brick Veneer	2,384	1,400	0	0	0	0	0	1,400
Repair Sidewalks	0	25	250	0	0	0	0	275
<b>Subtotal</b>	<b>2,584</b>	<b>3,825</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,075</b>

<b>Total in Prince George's County</b>	<b>2,584</b>	<b>43,877</b>	<b>1,550</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45,427</b>
--	--------------	---------------	--------------	----------	----------	----------	----------	---------------

## DEPARTMENT OF THE AIR FORCE

### Air Mobility Command, Andrews Air Force Base

Consolidated Library/Education Center	0	0	0	1,950	19,500	0	0	21,450
Physical Fitness Center	0	0	0	0	2,940	29,400	0	32,340
Visiting Quarters	2,860	28,600	0	0	0	0	0	28,600
Strategic Planning and Development	0	2,900	29,000	0	0	0	0	31,900
Co-located Club	0	0	1,400	14,000	0	0	0	15,400
Temporary Lodging Facility	1,954	21,000	0	0	0	0	0	21,000
<b>Subtotal</b>	<b>4,814</b>	<b>52,500</b>	<b>30,400</b>	<b>15,950</b>	<b>22,440</b>	<b>29,400</b>	<b>0</b>	<b>150,690</b>

<b>Total in Prince George's County</b>	<b>4,814</b>	<b>52,500</b>	<b>30,400</b>	<b>15,950</b>	<b>22,440</b>	<b>29,400</b>	<b>0</b>	<b>150,690</b>
--	--------------	---------------	---------------	---------------	---------------	---------------	----------	----------------

## GENERAL SERVICES ADMINISTRATION

Southern Maryland Courthouse Annex	0	20,000	0	0	0	0	0	20,000
------------------------------------	---	--------	---	---	---	---	---	--------

<b>Total in Prince George's County</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>
--	----------	---------------	----------	----------	----------	----------	----------	---------------

Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

**Budget Estimates (000 of Dollars)**

Project Title	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FYs 2007-2012
---------------	------------------	---------	---------	---------	---------	---------	---------	------------------------

## DEPARTMENT OF HOMELAND SECURITY

### Federal Law Enforcement Training Center

Building 1, Administration	535	0	0	0	5,000	0	0	5,000
Building 1A, Classroom and Simulator	360	0	0	2,000	0	0	0	2,000
Building 12, U.S. Capitol Police*	1,482	—	—	—	—	—	—	14,711
Building 17, Remote Mail Delivery	250	3,000	0	0	0	0	0	3,000
<b>Subtotal</b>	<b>2,627</b>	<b>3,000</b>	<b>0</b>	<b>2,000</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>24,711</b>

### James J. Rowley Training Center

Loop Road Addition and Realignment*	—	—	—	—	—	—	—	7,043
Utilities and Infrastructure Upgrades*	—	—	—	—	—	—	—	6,001
Perimeter Security Upgrade*	—	—	—	—	—	—	—	3,617
<b>Subtotal</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>16,661</b>

<b>Total in Prince George's County</b>	<b>2,627</b>	<b>3,000</b>	<b>0</b>	<b>2,000</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>41,372</b>
--	--------------	--------------	----------	--------------	--------------	----------	----------	---------------

\*Agency has provided an overall budget amount, but not yearly budget estimates.

## NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

### Goddard Space Flight Center

Exploration Sciences Building	0	30,000	15,000	15,000	0	0	0	60,000
Site Utilities – Steam Distribution	6,000	0	3,000	3,000	3,000	3,000	0	12,000
Master Plan Utilities	0	3,500	0	0	0	0	0	3,500
Repair/Replace Roofs	6,200	600	900	900	900	900	1,000	5,200
Repair Emergency Chiller	3,200	3,200	2,500	0	0	0	0	5,700
Facilities Master Plan Road Upgrade	0	6,400	0	0	0	0	0	6,400
Restore Building 23	3,000	3,000	0	3,000	0	0	0	6,000
Repair Cooling Tower Cells 7-9, B24	0	0	1,500	1,100	0	0	0	2,600
Transformer Replacement	0	0	1,200	0	0	0	0	1,200
Rehabilitate HVAC Controls	0	0	0	800	800	800	800	3,200
Repair Central Power Plant Equipment	0	0	0	2,000	2,000	0	0	4,000
Modify Various Bldgs.–Accessibility	0	0	0	800	900	900	800	3,400
Rehabilitate Building 5	0	0	0	0	1,000	1,500	1,500	4,000
Restore Chilled Water	0	0	0	0	2,000	0	0	2,000
Repair Domestic Water/Sewer	0	0	0	0	0	1,000	1,000	2,000
Replace Electrical Systems	0	0	0	0	0	1,100	1,000	2,100
Upgrade Fire Alarms	0	0	0	0	0	1,300	0	1,300
Building 6 Ground Floor Restoration	0	0	0	0	0	0	1,100	1,100
Rehabilitate Building 88 Utilities	0	0	0	0	0	0	1,400	1,400
<b>Total in Prince George's County</b>	<b>18,400</b>	<b>46,700</b>	<b>24,100</b>	<b>26,600</b>	<b>10,600</b>	<b>10,500</b>	<b>8,600</b>	<b>127,100</b>

Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.



**Budget Estimates (000 of Dollars)**

<b>Project Title</b>	<b>Prior Funding</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>Total FYs 2007-2012</b>
----------------------	--------------------------	----------------	----------------	----------------	----------------	----------------	----------------	--------------------------------

## SMITHSONIAN INSTITUTION

### Museum Support Center, Suitland

Museum Support Center Pod 3	0	3,000	25,000	0	0	0	0	28,000
Museum Support Center Pod 5	37,300	5,400	0	0	0	0	0	5,400
<b>Total in Prince George's County</b>	<b>37,300</b>	<b>8,400</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,400</b>

---

<b>Prince George's County Total</b>	<b>65,725</b>	<b>174,477</b>	<b>81,050</b>	<b>44,550</b>	<b>38,040</b>	<b>39,900</b>	<b>8,600</b>	<b>417,989</b>
-------------------------------------	---------------	----------------	---------------	---------------	---------------	---------------	--------------	----------------

Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

# Prince George's County

## DEPARTMENT OF AGRICULTURE

### **BELTSVILLE AGRICULTURAL RESEARCH CENTER**

#### **BELTSVILLE MD**

##### **NEW BEEF RESEARCH FACILITY**

###### *Recommended*

\$1,300,000 (estimated total project cost). The project calls for building a 13,800-square-foot facility to replace the existing outdated facility. The replacement facility, which will have the capacity for 132 animals, will provide space for research on infectious diseases and production. The building design process has not yet begun. The Maryland Historical Trust (MHT) will be contacted and an environmental site assessment will be conducted.

*This project first appeared in the FYs 2000-2004 program under the title, "Beef Research Barn/Calf Facility and Beef Research Facility."*

##### **INFRASTRUCTURE 200 AREA**

###### *Recommended*

\$35,652,000 (estimated total project cost). This project will replace and upgrade utilities in the 200 Area of the BARC-East campus. Infrastructure improvements are part of the consolidation aspect of this modernization.

*This project first appeared in the FYs 2005-2010 program.*

##### **NEW SWINE PARASITOLOGY FACILITY**

###### *Recommended*

\$1,700,000 (estimated total project cost). The proposed facility will be part of the Animal and Natural Resources Institute (ANRI). Due to the age and diversified locations of the swine facilities at the BARC, consolidation will improve animal management inefficiencies and security. In the interests of disease prevention, a pathogen-free design concept will be considered. Coordination with the MHT will be part of this project's preliminary stages and an environment site assessment will be performed.

*This project first appeared in the FYs 2005-2010 program.*

##### **NEW FOUR-DAIRY HEIFER FACILITIES**

###### *Recommended*

\$2,700,000 (estimated total project cost). The proposed facility will be part of the ANRI. The facility is intended for calves over three months old and heifers up to 22-26 months. Although its location has not yet been determined, this facility will be part of a combined effort to consolidate laboratory animal and service facilities. Location will be based on the following criteria: compatibility of species; adjacency to pastures; adjacency to existing utilities; movement of livestock on and across Powder Mill and Beaver Dam Roads; and adequate separation of quarantine and parasitology functions. Coordination with the MHT will be part of this project's preliminary stages and an environment site assessment will be performed.

*This project first appeared in the FYs 2005-2010 program.*

## **NATIONAL AGRICULTURAL LIBRARY**

### **REPLACE TOWER WINDOWS**

*Recommended*

\$2,400,000 (estimated project cost during FYs 2007-2012). This project will replace the windows in the tower with energy efficient windows. The current windows leak badly, creating adverse environmental conditions in the building. The collections cannot tolerate the wide swings in temperature and humidity that currently occur in the building. The new windows will match the existing in appearance. Consultation has occurred with the MHT, and NCPC; however, since this is a replacement-in-kind project, concurrence was received from the MHT and no review was required by NCPC. The estimated total project cost is \$2,600,000; the project has received \$200,000 in prior funding.

*This project first appeared in FYs 2006-2011 program.*

### **NAL MODERNIZATION, REPAIR OF BRICK VENEER**

*Recommended*

\$1,400,000 (estimated project cost). This project will repair the building's brick façade, which has no weep holes or expansion capability. Five courses of brick will be removed at each shelf angle, and the flashing will be replaced. New brick will be installed with weep holes, extension extender, and a neoprene sponge for expansion. The new brick will match the color and texture of the existing bricks; the brick will be repointed; four expansion joints will be installed on the two all-brick faces; and the new mortar will match the existing. Consultation has occurred with the MHT and the NCPC; however, since this is a replacement-in-kind project, concurrence was received from the MHT, and no review was required by NCPC. The estimated total project cost is \$3,784,940; the project has received \$2,384,940 in prior funding.

*This project first appeared in FYs 2006-2011 program.*

### **REPAIR SIDEWALKS**

*Recommended*

\$275,000 (estimated project cost during FYs 2007-2012). This replacement-in-kind project will address the sunken concrete aggregate sidewalks surrounding the tower portion of the building. The sidewalks over the years have sunken about four inches, creating a safety hazard. This sinking also has caused water to enter the building during wind-blown rains. The new sidewalks will match the existing concrete aggregate in appearance.

*This project first appeared in FYs 2006-2011 program.*

## **DEPARTMENT OF THE AIR FORCE**

### **AIR MOBILITY COMMAND, ANDREWS AIR FORCE BASE**

#### **CONSOLIDATED LIBRARY/EDUCATION CENTER**

*Recommended*

\$21,450,000 (estimated total project cost during FYs 2007-2012). This project will construct a concrete foundation facility for use as a library and education center with standing seam metal roof, utilities, and parking. Space is required for storing and issuing books, pamphlets, periodicals, newspapers, maps, and records. Space is also required for public-use computers and a reading/study area. Education, interaction areas, administrative areas, and support areas are included in the Education Center.

*This project first appeared in FYs 2005-2010 program.*

#### **PHYSICAL FITNESS CENTER**

*Recommended*

\$32,340,000 (estimated project cost during FYs 2007-2012). The project will construct a 80,700-square-foot physical fitness center, including a reinforced concrete foundation and floor slab, masonry construction with matching brick exterior, standing seam metal roof, pavements, utilities, soil remediation, storm water run-off improvements, and necessary support. It includes an indoor swimming pool, running track, cardiovascular room, multi-purpose court,

racquetball courts, offices, storage, and the health and wellness center. All necessary and required work associated with this project will be included.

Adequate physical fitness centers are an essential feature of the living and working environment of personnel on an Air Force base. Physical well-being and good morale, resulting in part from facilities that allow for exercise and team and individual sports, are essential for the development and retention of Air Force personnel. Adequate space is required for outdoor basketball courts, an indoor swimming pool, racquetball courts, an indoor running track, cardiovascular room, a health and wellness center, and administrative management. Force protection measures will be incorporated per the IAW USAF Installation Force Protection Guide. Andrews has two physical fitness centers—one of which is adequate and one of which is substandard. The substandard facility is undersized and cannot provide space to meet the demonstrated need for intramural and base-wide sports activities. Inefficiencies include lack of positive ventilation and deteriorated lighting and electrical systems. Excessive repairs are costly and create curtailment of fitness center operations, which further exacerbates the shortage of fitness center facilities. This results in patrons discontinuing regular fitness programs and traveling to off-base providers for their physical fitness needs, which is very expensive for lower grade personnel. The substandard 3,907-square-meter facility will be demolished upon completion of this project.

*This project first appeared in FYs 2003-2008 program.*

## **VISITING QUARTERS**

*Recommended*

\$28,600,000 (estimated project cost during FYs 2007-2012). Due to the unique Special Airlift Mission and numerous distinguished visitors in the Washington area, the status quo billeting capacity at Andrews Air Force Base does not meet mission requirements. A new multi-story, 200-plus-person Visiting Quarters is envisioned to meet the installation's lodging requirements. \$2,860,000 has been received in prior funding.

*This project first appeared in FYs 2004-2009 program.*

## **STRATEGIC PLANNING AND DEVELOPMENT FACILITY**

*Recommended*

\$31,900,000 (estimated project cost during FYs 2007-2012). This project will construct a mission planning center that provides a full-service conference center facilitating Air Force/DoD conferences in a secure environment by providing a Conference Center/300-room, Visiting Quarters/Officer's Club integrated into one facility on Andrews AFB. Space is required for a 600-person multi-function room dividable into six sections; a 265-person stadium style auditorium; a 150-person SCI (Secure Compartmented Information) conference room, and two 30-person executive conference rooms, as well as audio/visual equipment rooms, storage, and administrative, and kitchen areas. Parking for 500 vehicles is also planned. An adequate mission planning center is essential to support the Air Force, DOD supporting agencies, and the 89<sup>th</sup> Airlift Wing operations at Andrews Air Force Base.

*This is a new project in this FYs 2007-2012 program.*

## **CO-LOCATED CLUB**

*Recommended*

\$15,400,000 (estimated project cost during FYs 2007-2012). This project will construct a 45,590-square-foot co-located club serving both officers and enlisted forces, along with families and retirees. The facility will permit members to share all functional areas, with the exception of separate lounges. The single-story facility will include a 600-person sectional ballroom, sound-proof areas, an administrative area, a dining room seating for 100, a 250-patron lounge, an officers lounge, kitchen area, and support offices.

*This is a new project in this FYs 2007-2012 program.*

## **TEMPORARY LODGING FACILITY**

*Recommended*

\$21,000,000 (estimated project cost during FYs 2007-2012). This project will replace the existing temporary lodging facility with a new two-story, 50-unit complex. The new facility will provide 25 single family units with a two-bedroom configuration, full bathroom, kitchen, laundry room, and storage area. Also provided are 25-single room units with full

bathrooms and kitchens. The facilities will be constructed of masonry walls and steel frames, reinforced concrete foundation and floor slabs, brick veneer facing, and a standing seam metal pitched roof. Work will include fire protection/suppression systems and adequately sized parking lots. The facility will be constructed to meet current AT/FP and handicapped accessibility standards. The project has received \$1,954,000 in prior funding.

*This is a new project in this FYs 2007-2012 program.*

## GENERAL SERVICES ADMINISTRATION

### **SOUTHERN MARYLAND COURTHOUSE ANNEX**

*Recommended*

\$20,000,000 (estimated project cost). This project calls for designing and constructing the Southern Maryland Courthouse Annex at a site to be selected in Greenbelt, Maryland.

*This project first appeared in the FYs 2005-2010 program.*

## DEPARTMENT OF HOMELAND SECURITY

### **FEDERAL LAW ENFORCEMENT TRAINING CENTER**

CHELTENHAM MD

#### **BUILDING 1, ADMINISTRATION BUILDING**

*Recommended*

\$5,000,000 (estimated project cost during FYs 2007-2012). This project calls for the renovation of a pre-existing two-story brick masonry office building with a basement that totals 25,590 square feet. The building will serve as the main administrative offices to support the 373-acre metropolitan Washington Federal Law Enforcement Training Center (FLETC). The renovation design for this building was completed in 2002, and the interior of the building was abated for lead and asbestos during 2003. The building is currently vacant awaiting funding to renovate.

The administration building will provide office space for the site director, administrative division chief, and support staff of 18, who are currently housed in Buildings 32, 100, and 101. This project will enable the FLETC to relocate instructors and administrative staff into these buildings to support the proposed Tactical Training Branch and law enforcement intelligence training programs.

FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George's County officials. The environmental assessment was completed in 2002 and its "finding of no significant impact" was signed March 1, 2002, and printed in the Federal Register on March 8, 2002. This renovation will not generate any storm water runoff impacts or any floodplain or create wetland areas. The project has received \$535,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

#### **BUILDING 1A, CLASSROOM AND SIMULATOR BUILDING**

*Recommended*

\$2,000,000 (estimated project cost). This project calls for the renovation of a preexisting two-story brick masonry office building with a basement that totals 33,788 square feet. The building will serve as the FLETC's primary classroom and simulator building professional development training and education needs for more than 24,650 federal, state, and local law enforcement officers in metropolitan Washington, D.C. The renovation design for this building was completed in 2002, and the interior of the building was abated for lead and asbestos during 2003. The building is currently vacant, waiting funding to renovate.

The Classroom and Simulator Building will provide 10 large classrooms, 18 smaller break-out meeting rooms, two computer training rooms, six driver simulators, and a 10-station firearms training simulator room.

The FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George's County officials. The environmental assessment was completed in 2002 and its "finding of no significant

impact” was signed on March 1, 2002, and printed in the Federal Register on March 8, 2002. The project has received \$359,627 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

## **BUILDING 12, U.S. CAPITOL POLICE PRACTICAL APPLICATIONS CENTER**

### *Recommended*

\$14,710,933 (estimated total project cost during FYs 2007-2012). This project calls for the construction of a new two-story brick and masonry building with a basement totaling 39,800 square feet. This building is intended to serve the specific in-service law enforcement training needs of the U.S. Capitol Police. This “Practical Application Center (PAC)” will allow for training of U.S. Capitol Police Officers in areas such as visitor processing, prisoner processing, forced entry, and hostage recovery by incorporating key component spaces such as a mock Capitol visitor center façade, a mock gallery and hearing rooms, mock U.S. Capitol staircases, and simulation shooting zones. In addition to these simulated training spaces, the center also will contain much-needed office and classroom space to accommodate the growing U.S. Capitol Police training staff. The architectural and engineering design for this building was begun December 14, 2004. The land on which the building will be built is currently cleared and vacant, awaiting construction.

This building is not subject to any historic preservation issues (Section 106, etc.). The construction phase of this project will be coordinated through the Maryland Department of the Environment and the Storm Water Management Program. The FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George’s County officials. The environmental assessment was completed in 2002 and its “finding of no significant impact” was signed on March 1, 2002, and printed in the Federal Register on March 8, 2002. The project has received \$1,482,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

## **BUILDING 17, REMOTE MAIL DELIVERY AND WAREHOUSE**

### *Recommended*

\$3,000,000 (estimated project cost during FYs 2007-2012). This project calls for the construction of a new two-story brick and masonry building with a basement totaling 35,000 square feet. This building will serve as a remote mail delivery site in order to screen incoming mail for explosives and contaminants, and serves as a warehouse for facilities equipment and supplies. This building is not subject to any historic preservation issues. The construction phase of this project will be coordinated through the Maryland Department of the Environment and the Storm Water Management Program.

The FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George’s County officials. The environmental assessment was completed in 2002, and its “finding of no significant impact” was signed on March 1, 2002, and printed in the Federal Register on March 1, 2002. The project has received \$250,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

## **U.S. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER BELTSVILLE, MARYLAND**

### **LOOP ROAD ADDITION AND REALIGNMENT**

#### *Recommended*

\$7,042,639 (estimated total project cost). This two-part project will provide for the addition and realignment of campus roadways. The first part of this proposed project is to complete the campus’ loop road in the eastern portion of the site. Currently, vehicle circulation patterns run through a number of areas that are often closed during tactical training exercises held on or near the interior campus road system. The completion of the loop road will enable efficient perimeter circulation while reducing chances of conflicts and/or delays related to training exercises.

The second part of this project will realign the roadways and parking areas at the administrative core. The new realignment is intended to improve circulation patterns here as well as to reinforce future procedures to be established by other proposed campus projects.

The proposed construction will cover more than 321,000 square feet of road surface. Design and construction will be required for this activity.

*This is a new project in this FYs 2007-2012 program.*

## **UTILITIES AND INFRASTRUCTURE UPGRADES**

*Recommended*

\$6,001,082 (estimated total project cost). This project provides for the upgrades of all primary infrastructure systems, (natural gas, water distribution, sanitary, and electrical distribution), to meet current demands and to allow for campus facility growth. Existing campus infrastructure is in need of frequent repair, is inadequate, does not exist in locations identified for future construction, and cannot support any additional loads. Upgrades have been identified for all major systems to enhance them or extend them to newly proposed project sites.

The primary work proposed will extend gas lines, increase water line pressure through a series of pumps, add sewer lines and pumping stations, and develop loop capabilities for the electrical distribution system. Design and construction will be required for this activity.

*This is a new project in this FYs 2007-2012 program.*

## **PERIMETER SECURITY UPGRADE**

*Recommended*

\$3,617,165 (estimated total project cost) This project will renovate and upgrade the existing campus perimeter trail and its associated security fencing system. Currently, the campus trail is inadequate and the fence fails to meet contemporary security requirements.

To counteract both shortfalls, construction of a double fence with razor wire and sensors and grading, graveling, and new bridges are proposed for the trail. Total design and construction for each element will be required for the three-mile trail.

*This is a new project in this FYs 2007-2012 program.*

# **NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

## **GODDARD SPACE FLIGHT CENTER**

GREENBELT, MARYLAND

## **EXPLORATION SCIENCES BUILDING**

*Recommended*

\$60,000,000 (estimated project cost during FYs 2007-2012). The exploration sciences building is intended to support the needs of the newly created exploration sciences directorate at The Goddard Space Flight Center (GSFC) by bringing together staff currently housed in older facilities across the GSFC campus into new, state-of -the-art, laboratory and office space. This project will construct a 240,000-square-foot facility for 750 people.

*This project first appeared in the FYs 2003-2008 program.*

**Comment:** At its May 4, 2006 meeting, NCPC approved the preliminary and final site and building plans for the Exploration Sciences Building at the GSPC.

## **SITE UTILITIES UPGRADE — STEAM DISTRIBUTION**

*Recommended*

\$12,000,000 (estimated project cost during FYs 2007-2012). This project will replace the aging and deteriorated steam and condensate lines distributing steam from the boiler plant to the buildings. It will reinstitute redundancy in the system, which has been eliminated because of pipe failures. By replacing failed condensate lines, the system will return condensate to the plant instead of discharging it the drain. Steam manholes, valves, and piping will be repaired as well. The project has received \$6,000,000 in prior funding.

*This project first appeared in the FYs 2001-2005 program.*

## **MASTER PLAN UTILITIES**

*Recommended*

\$3,500,000 (estimated project cost during FY2007-2012). This project will bring underground utility infrastructure to the future Earth Space Science and Commons neighborhood, as outlined in the Facilities Master Plan. The project includes extending chilled water lines from the existing system; upgrading existing steam and condensate lines to allow for development of the area; installing a sanitary sewer connection to the East Campus Outfall; upgrading domestic water lines as required; and installing power and communications lines as required. Work includes all auxiliary manholes, valves, and other equipment required to connect into existing utilities.

*This is a new project in this FYs 2007-2012 program.*

## **REPAIR/REPLACE ROOFS, VARIOUS BUILDINGS**

*Recommended*

\$5,200,000 (estimated project cost during FYs 2007-2012). This project will repair and replace the roofing with a modified bitumen roofing system—used center-wide—that includes insulation consistent with current sustainability requirements. Associated work will include flashing and coping. This project will replace various roof sections on Buildings 1, 5, 8, and 28. The estimated total project cost is \$11,400,000; the project has received \$6,200,000 in prior funding.

*This project first appeared in the FYs 1986-1990 program.*

## **REPAIR EMERGENCY CHILLER**

*Recommended*

\$5,700,000 (estimated total project cost during FYs 2007-2012). This project replaces Chillers 3 and 4, the Cooling Tower, and associated mechanical and electrical equipment. An emergency chilled water system can serve any designated critical load requirements on the west campus. The estimated total project cost is \$8,900,000; the project has received \$3,200,000 in prior funding.

*This project first appeared in the FYs 2005-2010 program.*

## **FACILITIES MASTER PLAN ROAD UPGRADE**

*Recommended*

\$6,400,000 (estimated total project cost). This project involves the construction of a new road segment to connect from Soil Conservation Road, at the north side of the site, to Explorer Road, near Building 31. The road will allow for the efficient organization of site activities in a safe, reliable, and environmentally sound manner; and provide a connection to all of the parking lots adjacent to the buildings and neighborhoods. This project also will provide a new northern entrance gate and will improve the southern entrance at Greenbelt Road. The project includes the installation of a new gatehouse; vehicle inspection station; commercial vehicle inspection station; pop-up barriers; tire shredders; perimeter traffic control devices; reinforced planters; fencing; and road improvements for the northern and southern gates. This project represents an institutional requirement at the GSFC, and is consistent with the current Facilities Master Plan for the Greenbelt site.

*This project first appeared in the FYs 2003-2008 program.*

## **RESTORE BUILDING 23**

*Recommended*

\$6,000,000 (estimated project cost during FYs 2007-2012). This project is the final phase in the restoration of the building mechanical systems serving the central core areas of the building. The project is phase six of a seven-phase initiative to restore the interior finishes and mechanical systems in Building 23. The initiative, which addresses the second floor, is intended to extend the usable life of the building. This phase restores 18,000 square feet and includes replacing HVAC equipment and distribution ductwork; upgrading restroom facilities to current ADA standards; converting to an addressable fire alarm system; and rehabilitating interior finishes (floors, ceilings, and walls). The estimated total project cost is \$9,000,000; the project has received \$3,000,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*



## **REPAIR COOLING TOWER CELLS 7-9, BUILDING 24**

*Recommended*

\$2,600,000 (estimated total project cost during FY's 2007-2012). This project replaces Cells 7, 8, and 9 in Building 24 with a new cooling tower and electrical/mechanical equipment and refurbishes the concrete basin and sump. Also included are the installation of local and PLC controls for equipment, and incorporate along with controls for Cells 5 and 6 into Plant Control System.

*This is a new project in this FY's 2007-2012 program.*

## **MAIN SUBSTATION TRANSFORMER REPLACEMENT**

*Recommended*

\$1,200,000 (estimated total project cost). This project provides all materials, labor, and equipment necessary to replace three 3750 KVA, 34.5 KV/4.16 KV outdoor, oil-filled, pad-mounted transformers at the GSFC's main substation. The project scope includes the removal and disposal of existing transformers; the installation of temporary wiring to facilitate the replacement; the installation of new transformers; the replacement of all tap changer controls, metering, and inter-connecting wiring; as well as the recalibration and replacement of the protective relay scheme.

*This project first appeared in the FY's 2006-2011 program.*

## **REHABILITATE HVAC SYSTEMS AND CONTROLS, VARIOUS BUILDINGS**

*Recommended*

\$3,200,000 (estimated project cost during FYs 2007-2012). This project provides for a comprehensive reconfiguration of existing control systems and replacement of obsolete and inoperative HVAC controls at the Greenbelt site.

*This project first appeared in the FY's 2001-2005 program.*

## **REPAIR CENTRAL POWER PLANT EQUIPMENT**

*Recommended*

\$4,000,000 (estimated project cost during FYs 2007-2012). This project repairs an aging condensate tank, piping, concrete cooling towers, controls, and mechanical equipment.

*This project first appeared in the FY's 2006-2011 program.*

## **MODIFY VARIOUS BUILDINGS FOR ACCESSIBILITY**

*Recommended*

\$3,400,000 (estimated project cost during FYs 2007-2012). This project modifies 12 restrooms in various buildings at the Greenbelt site to accommodate persons with disabilities. Modifications include providing accessible paths within the buildings. Architectural modifications include new fixtures and interior finishes as well as designed paths and clearances for access to, and within, restroom facilities.

*This project first appeared in the FY's 2003-2008 program.*

## **REHABILITATE BUILDING 5**

*Recommended*

\$4,000,000 (estimated project cost during FYs 2007-2012). This project continues a program of correcting serious institutional deficiencies in Building 5. It will provide additional space on the west side of the building for the Microwave Instrument Technology Branch and for other deficient lab areas.

*This project first appeared in the FY's 2001-2005 program.*

## **RESTORE CHILLED WATER DISTRIBUTION SYSTEM**

*Recommended*

\$2,000,000 (estimated project cost during FYs 2007-2012). This project is a continuation of the chilled water utility restoration program.

*This project first appeared in the FY's 2006-2011 program.*

**REPAIR DOMESTIC WATER/SEWER**

*Recommended*

\$2,000,000 (estimated project cost during FYs 2007-2012). This project repairs sewer piping on the Greenbelt West Campus. Repair and upgrades to fire protection/domestic water piping on the West Campus also will occur.

*This project first appeared in the FYs 2005-2010 program.*

**REPLACE LOW VOLTAGE ELECTRICAL SYSTEMS, VARIOUS BUILDINGS**

*Recommended*

\$2,100,000 (estimated project cost during FYs 2007-2012). This project replaces approximately 102 lighting and power distribution panels ranging in size from 100 amperes to 225 amperes, and two 225-KVA, 480 VAC to 208Y/120 VAC, step-down transformers. Additional work includes minor architectural modifications for relocating existing power panels; grounding conductors for power risers; and minor modifications to existing power feeder conductors and conduit.

*This project first appeared in the FYs 2005-2010 program.*

**UPGRADE FIRE ALARM SYSTEMS, VARIOUS BUILDINGS**

*Recommended*

\$1,300,000 (estimated project cost during FYs 2007-2012). This project replaces Proteomics System III fire alarm systems with computer-based (MXL) fire alarm systems in Buildings 1, 2, and 6. The detection devices will provide complete coverage of all unoccupied spaces, corridors, lobbies, storage areas, equipment rooms, electric vaults, computer rooms, laboratories, and common areas

*This project first appeared in the FYs 2003-2008 program.*

**RESTORATION OF BUILDING 6, GROUND FLOOR, WEST WING**

*Recommended*

\$1,100,000 (estimated total project cost). This project would renovate B6 ground floor, west wing. Outdated and inefficient 45-year-old HVAC, architectural, and electrical systems will be replaced. This project would also reposition the outside air intake ductwork.

*This is a new project in this FYs 2007-2012 program.*

**REHABILITATE BUILDING 88 UTILITIES**

*Recommended*

\$1,400,000 (estimated total project cost). This project will install chilled water, steam, and gas lines to B88 and replace deteriorated air handlers and sewer lines. Metasys cable and upgrade fire alarm systems will also be installed.

*This is a new project in this FYs 2007-2012 program.*

# SMITHSONIAN INSTITUTION

## MUSEUM SUPPORT CENTER, SUITLAND

### SUITLAND MARYLAND

#### MUSEUM SUPPORT CENTER POD 3

*Recommended*

\$28,000,000 (estimated total project cost). This project calls for the renovation of Pod 3 to accommodate Smithsonian collections. The renovation includes installing an additional level within the existing pod, and upgrading fire, HVAC, and other systems. There will be no change to the exterior massing.

Pod 3 was constructed as a large box and outfitted with a three-level steel collections storage structure. When attempting to fit the space for collections in alcohol, the design of the system proved to be unwieldy and did not meet current code requirements. The Institution will move the alcohol-stored collections into Pod 5, meeting all life-safety codes and providing appropriate accessibility to the collections by curatorial staff. Pod 3 will be reconfigured to meet the Institution's other collections storage needs. An environmental review was completed as part of the master plan of the Suitland campus—no adverse environmental impact to the surrounding area was identified.

Built in 1983, the facility was designed by architectural firms Keyes Condon Florance and Metcalf and Toby. The modern, pre-cast concrete center is a research, conservation, and collection storage facility that provides optimum environments for the storage, preservation, and study of Smithsonian collections. The 524,000-square-foot facility houses no public exhibits. It has four large storage bays and an office-laboratory complex. The building is not open to the public, except for scholars and researchers.

*This project first appeared in the FYs 2005-2010 program.*

#### MUSEUM SUPPORT CENTER POD 5

*Recommended*

\$5,400,000 (estimated project cost during FYs 2007-2012). This project involves the construction of an addition to the Museum Support Center to house the collections stored in alcohol which are now located in Pod 3 and in the Natural History Museum. The new pod will contain three levels for storage, with sufficient height at each level to allow space above and around the containers to provide adequate ventilation. Pod 5 will accommodate existing shelving systems used by the museum as well as new shelving and more compact systems that are suitable for use with this kind of collection. A utility and access "street" will connect the pod to the rest of the existing building. Laboratory/research space will provide support to activities related to the alcohol collections. The new pod is in accordance with the approved master plan for the Suitland campus.

The design and construction of Pod 5 is the Smithsonian's highest safety and security project. The Smithsonian has the largest collection of preserved animal species in the world. This irreplaceable collection is at risk of total loss because it is stored in space at the National Museum of Natural History that does not meet numerous fire code standards. The code violations also may pose serious hazards to the building occupants and visitors. The events of September 11 have put a higher level of emphasis and increased necessity on proceeding with this project. The estimated total cost of this project is \$42,700,000; the project has received \$37,300,000 in prior funding.

*This project first appeared in the FYs 2003-2008 program.*

**Comment:** On September 9, 2004, NCPC approved the preliminary and final site and building plans for the Pod 5 storage and lab addition.



# Virginia

The FCIP for FYs 2007-2012 contains 52 proposed projects in Arlington, Fairfax, and Prince William Counties. All of these projects have been submitted by agencies. Four projects are *recommended and strongly endorsed*. The estimated total cost of the projects is \$1,655,269,000 for FYs 2007-2012.

## ARLINGTON COUNTY

Thirty projects are located in Arlington County with an estimated total cost of \$1,108,989,000 for FYs 2007-2012. NCPC *Recommends and Strongly Endorses* three of these projects which conform to NCPC and local plans and policies. The remaining projects are recommended.

## FAIRFAX COUNTY

Twenty-one projects are located in Fairfax County with an estimated total cost of \$405,280,000 for FYs 2007-2012. NCPC *Recommends* three of these projects, which conform to NCPC and local plans and policies. The remaining 18 projects are *Recommended for program purposes only*.

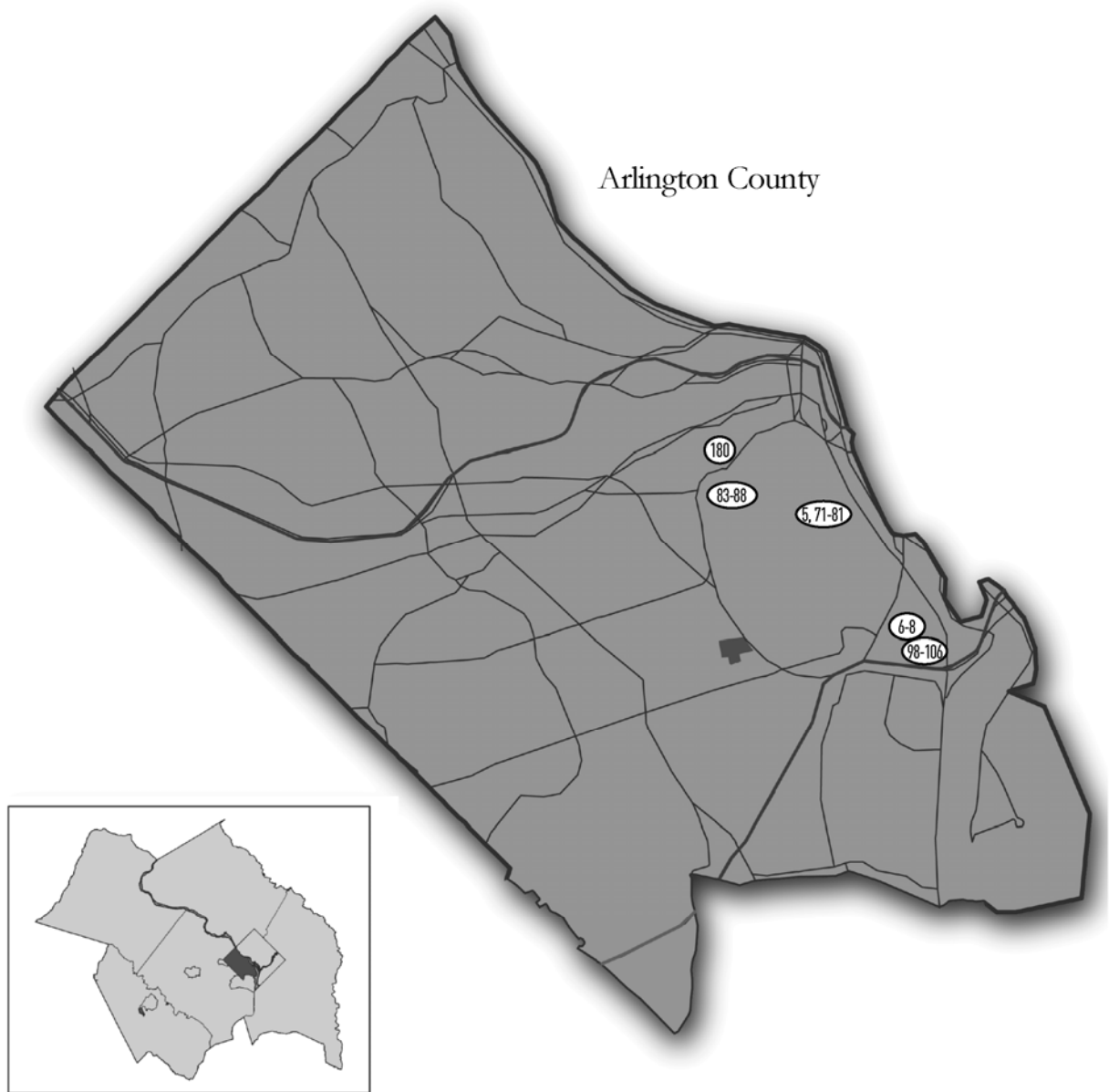
## PRINCE WILLIAM COUNTY

One project is located in Prince William County with an estimated total cost of \$140,000,000 for programming in the FYs 2007-2012 period. NCPC *recommends* this project.

	Budget Estimates (000 of Dollars)							Total FYs 2007-2012
	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	
Arlington County Total	1,185,205	153,151	313,632	205,723	218,278	138,215	79,990	1,108,989
Fairfax County Total	0	61,250	168,430	79,450	96,150	0	0	405,280
Prince William County Total	4,000	0	0	0	0	0	0	140,000*
Virginia Total	1,189,205	214,401	482,062	285,173	314,428	138,215	79,990	1,654,269

Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

\* This value is not provided on a yearly basis.



# ARLINGTON COUNTY

## *Recommended and Strongly Endorsed*

### **DEPARTMENT OF DEFENSE**

#### **The Pentagon**

- 5. Air Force Memorial Site Preparation
- 6. Pentagon Renovation
- 7. Pentagon Memorial

#### **Arlington National Cemetery**

- 8. Total Cemetery Management System Development

## *Recommended*

### **DEPARTMENT OF THE ARMY**

#### **Arlington National Cemetery**

- 71. Columbarium Phase IV B (Court 7)
- 72. Memorial Drive Ramp Realignment
- 73. Facility Maintenance Complex Materials Storage Building
- 74. Parking Garage Repairs
- 75. Millennium Land Development Project
- 76. Virginia Rt. 110 Parking Garage Modifications and Entrance
- 77. Facility Maintenance Complex Vehicle Storage Building
- 78. USS Maine Memorial Restoration
- 79. Columbarium Phase V (Court 9)
- 80. Land Expansion - Navy Annex
- 81. Land Expansion Fort Myer Parking Area

#### **Fort Myer Military Community**

- 83. Barracks Complex Phase II
- 84. U.S. Army Band Facility
- 85. Physical Fitness Center Expansion
- 86. Horse Stables Modernization
- 87. Public Safety Building Expansion Building 415
- 88. Hatfield Gate Reconfiguration

#### **The Pentagon Reservation Master Plan and Implementation**

- 98. Electrical Upgrades to Reservation
- 99. Hazardous Response Facility
- 100. Permanent Heliport, Control Tower, Fire Station, and One-level Parking Structure
- 101. Pentagon Motor Pool
- 102. Secure Perimeter/Pedestrian Plaza
- 103. South Parking Road Network
- 104. Federal Office Building 2--Columbia Pike Realignment
- 105. Route 27 HOV Access
- 106. North Parking Garage

### **DEPARTMENT OF THE NAVY**

#### **Arlington Service Center**

- 180. Renovate Building 12

# Arlington County

Project Title	Budget Estimates (000 of Dollars)							Total FYs 2007-2012
	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	

## DEPARTMENT OF THE ARMY

### Arlington National Cemetery\*

Total Cemetery Management	850	0	1,875	0	1,425	0	0	3,300
Columbarium Phase IV B (Court 7)	6,750	0	0	0	0	0	0	0
Memorial Drive Ramp Realign	0	0	0	0	0	0	0	0
Facility Maint.Compex Storage Bldg.	0	0	0	0	1,700	0	0	1,700
Parking Garage Repairs	0	0	0	0	0	0	0	0
Millennium Land Development	0	5,904	0	3,925	0	1,700	3,020	14,549
Parking Garage Entrance Rte. 110	0	0	0	0	0	0	0	0
Facility Maint.Comp.Vehicle Stor. Bldg.	0	0	1,886	0	0	0	0	1,886
USS Maine Memorial Restore	0	0	0	0	0	0	0	0
Columbarium Phase V (Court 9)	0	0	0	0	0	0	0	0
Land Expansion-Navy Annex	0	0	0	0	0	0	0	0
Land Expansion – Ft. Myer Pkg. Area	0	0	0	0	0	0	0	0
<b>Subtotal</b>	<b>15,700</b>	<b>5,904</b>	<b>3,761</b>	<b>3,925</b>	<b>3,125</b>	<b>1,700</b>	<b>3,020</b>	<b>21,435</b>

\* Arlington National Cemetery has not submitted budget estimates for all projects.

### Fort Myer Military Community

Barracks Complex Phase II	0	0	0	5,000	47,000	0	0	52,000
U.S. Army Band Facility	0	0	0	0	0	4,000	36,000	40,000
Expand Physical Fitness Center	0	0	600	5,400	0	0	0	6,000
Modernize Horse Stables	0	0	1,700	15,300	0	0	0	17,000
Public Safety Bldg. Expansion Bldg. 415	0	100	1,400	0	0	0	0	1,500
Reconfigure Hatfield Gate	0	0	0	600	5,400	0	0	6,000
<b>Subtotal</b>	<b>0</b>	<b>100</b>	<b>3,700</b>	<b>26,300</b>	<b>52,400</b>	<b>4,000</b>	<b>36,000</b>	<b>122,500</b>
<b>Total in Arlington County</b>	<b>15,700</b>	<b>6,004</b>	<b>7,461</b>	<b>30,225</b>	<b>55,525</b>	<b>5,700</b>	<b>39,020</b>	<b>143,935</b>

## DEPARTMENT OF DEFENSE

### The Pentagon

Pentagon Renovation	1,149,997	132,600	217,900	111,900	137,700	72,400	29,300	701,800
<b>Subtotal</b>	<b>1,125,389</b>	<b>132,600</b>	<b>217,900</b>	<b>111,900</b>	<b>137,700</b>	<b>72,400</b>	<b>29,300</b>	<b>701,800</b>

The following project is funded from private funds, not funds appropriated by the federal government.

Pentagon Memorial	2,000	13,500	2,500	0	0	0	0	16,000
-------------------	-------	--------	-------	---	---	---	---	--------

### The Pentagon Reservation

#### Master Plan & Implementation

Electrical Upgrades to Reservation	0	555	18,500	0	0	0	0	19,055
Hazardous Response Facility	0	492	16,384	0	0	0	0	16,876
Heliport, Control Tower & Fire	0	0	1,887	62,900	0	0	0	64,787
Pentagon Motor Pool	0	0	0	698	23,259	0	0	23,957
Secure Perimeter/Pedestrian Plaza	0	0	0	0	453	15,100	0	15,553
South Parking Road Network	0	0	0	0	381	12,700	0	13,081
FB2--Columbia Pike Realign	0	0	0	0	960	32,000	0	32,960
Route 27 HOV Access	0	0	0	0	0	315	10,500	10,815
North Parking Garage	0	0	0	0	0	0	1,170	1,170
<b>Subtotal</b>	<b>0</b>	<b>1,047</b>	<b>36,771</b>	<b>63,598</b>	<b>25,053</b>	<b>60,115</b>	<b>11,670</b>	<b>198,254</b>



# DEPARTMENT OF THE NAVY

## Arlington Service Center

Renovate Building 12	0	0	49,000	0	0	0	0	49,000
<b>Total in Arlington County</b>	<b>0</b>	<b>0</b>	<b>49,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49,000</b>

---

<b>Arlington County Total</b>	<b>1,186,205</b>	<b>153,151</b>	<b>313,632</b>	<b>205,723</b>	<b>218,278</b>	<b>138,215</b>	<b>79,990</b>	<b>1,108,989</b>
-------------------------------	------------------	----------------	----------------	----------------	----------------	----------------	---------------	------------------

# Arlington County

## DEPARTMENT OF THE ARMY

### **ARLINGTON CEMETERY**

#### **TOTAL CEMETERY MANAGEMENT SYSTEM DEVELOPMENT (TCMS)**

*Recommended and Strongly Endorsed*

\$3,300,000 (estimated project cost during FYs 2007-2012). This project will provide Arlington National Cemetery with:

- Automated Internment Scheduling System (ISS) that will provide an automated mechanism to schedule approximately 30 burials per day and numerous honors ceremonies;
- Geographic Information System (GIS) that will pinpoint the location of internment sites, utilities, and even the natural objects within its 624 acres;
- Electronic Total Data Repository (TDR) that will provide fast information retrieval for locating persons interred/inurned at ANC for administrative personnel, families, and tourists via desktop workstations, kiosks, and the ANC web site; and
- Electronic Document Management System (EDMS) that will manage and track the flow of documents received and sent by ANC, link the ANC's Complaint and Records Management systems to the TCMS and the ANC website.

This project has received \$850,000 in prior funding.

*This project first appeared in this FYs 2006-2011 program.*

#### **COLUMBARIUM PHASE 1V-B (COURT 7)**

*Recommended*

The project will construct Court Seven and complements the seven columbaria already constructed. The project has an expanded footprint to allow more niches and will be consistent with existing design, sited symmetrically in accordance with the master plan. Approximately 7,500 niches will be added with this project. A fountain and flagstone walkways are included in the project. The design is complete. Arlington National Cemetery has not submitted budget estimates for this project. The project has received \$6,750,000 in prior funding.

*This project first appeared in FYs 2005-2010 program.*

#### **MEMORIAL DRIVE RAMP REALIGNMENT**

*Recommended*

The project will relocate the Route 110 ramp entrance to align more directly with the parking garage exit, thus creating a clear and simple four-way intersection. The realignment project will provide benefits by itself; however it is complementary to the Route 110 Entrance and Parking Modifications project. Existing vehicular circulation conditions at the intersection of Memorial Drive and the parking garage are problematic. The variety of turning movements, including u-turns on Memorial Drive to access the ramp leading to Route 110 upon exiting the garage, and the high volume of pedestrian traffic have required the installation of guards and orange traffic cones.

*This project first appeared in FYs 2005-2010 program.*

#### **FACILITIES MAINTENANCE COMPLEX MATERIALS STORAGE BUILDINGS**

*Recommended*

\$1,700,000 (estimated project cost during FY 2007-20012). The project will construct material storage buildings and is phase II of the Facilities Maintenance Complex. The new facility will replace buildings in the old warehouse area that have been demolished to prepare for the Millennium Land Development project (See page 135). The project includes the construction of a 14,200-square-foot covered storage facility for sand, gravel, and other materials. The facility is designed to match the style, color, and finish of the existing maintenance complex buildings. A dumpster center is included for green waste from landscaping operations, general paper and office trash, and construction debris.

*This project first appeared in FYs 2005-2010 program.*

#### **PARKING GARAGE REPAIRS**

*Recommended*

This project includes paving the bus route with concrete, repairing the parking structure, and renovating/replacing the irrigation and landscaping planters. The garage has deteriorated due to poor drainage. The majority of the designed water shedding and drainage accommodations in place at the structure have deteriorated and/or are not functioning as designed. Larger areas of concrete have already spalled and pieces have fallen from the structure. The drainage problems have escalated and could eventually lead to disintegration of structural integrity. Arlington National Cemetery has not submitted budget estimates for this project.

*This project first appeared in FYs 2005-2010 program.*

#### **MILLENNIUM LAND DEVELOPMENT PROJECT**

*Recommended*

\$14,549,000 (estimated project cost during FY 2007-2012). The project combines three separate land parcels—the Old Warehouse Area of the cemetery, Section 29 (transferred from the NPS), and the Fort Myer picnic area—into a single 31-acre burial area. The project is estimated to yield 19,000 internment sites and 19,200 niches in a columbarium/retaining wall system, and 5,500 niches integral to the boundary wall on the cemetery side. The project includes site preparation, storm water rerouting, the reconstruction of McNair Drive, the enclosure of a drainage ditch, utility relocation, earthwork, the development of roadways, gates, a columbaria niche wall and walk system, an internment shelter, a boundary wall, and landscaping.

*This project first appeared in FYs 2005-2010 program.*

#### **VIRGINIA ROUTE 110 ENTRANCE AND PARKING MODIFICATIONS**

*Recommended*

The project will add an entrance to the parking garage from Route 110 and make associated modifications to the bus parking areas and vehicle traffic flow. Arlington National Cemetery has not submitted budget estimates for this project.

*This project first appeared in FYs 2005-2010 program.*

#### **FACILITIES MAINTENANCE COMPLEX VEHICLE STORAGE BUILDING**

*Recommended*

\$1,866,000 (estimated project cost during FYs 2007-2012). This project, Phase III of the Facilities Maintenance Complex, will construct a vehicle storage building. The building is composed of two bays—one open and one enclosed. The design for the facility is complete.

*This project first appeared in FYs 2005-2010 program.*

#### **USS MAINE MEMORIAL RESTORATION**

*Recommended*

The project will renovate and restore the mast, granite turret and support wires. The granite gun turret has significant joint failure, which is allowing water to enter the structure. The guy-wires, which stabilize the mast, are coming unwrapped near the turnbuckles. There are tire marks on the bench at the base of the monument. Arlington National Cemetery has not submitted budget estimates for this project.

*This project first appeared in FYs 1999-2003 program.*

#### **COLUMBARIUM PHASE V (COURT 9)**

*Recommended*

The project constructs Court Nine and complements the eight columbaria courts already constructed. Phase V adds the final element of the original architectural plan to the Columbarium Complex. This columbaria court is a single structure

with a significantly expanded footprint from the other columbaria courts in the complex. It will be designed to match the existing courts in form, height, materials, and detail. It is estimated that 15,000 niches will be added during this phase. Arlington National Cemetery has not submitted budget estimates for this project.

*This project first appeared in this FYs 2005-2010 program.*

#### **LAND EXPANSION-NAVY ANNEX**

*Recommended*

This Program part of Master Plan 95 will develop up to 42 acres when the Navy Annex is transferred to Arlington National Cemetery (ANC). Preliminary designs indicate that 17,400 internment sites and 30,241 niches will be provided to ANC. The project will remove two 250-gallon diesel fuel tanks; remove active fuel tanks; remove/dispose of contaminated soil; remove hazardous building materials, demolish the Navy Annex and dispose of 1 million cubic feet of debris; clean the site; realign a 12-inch sewer line; relocate utilities; remove parking area debris; and remove the boundary wall. Construction activities include: new boundary walls; niche walls; retaining walls, pedestrian paths; realigning with Columbia Pike; shelter for funeral services; a gate; a parking area for 50 cars; and landscape amenities. Arlington National Cemetery has not submitted budget estimates for this project.

*This project first appeared in this FYs 2006-2011 program*

**Comment:** NCPC encourages Arlington National Cemetery to coordinate this project with Arlington County, which is proposing the Arlington Heritage Center on an adjacent property.

#### **LAND EXPANSION-FORT MYER PARKING AREA**

*Recommended*

This mission essential program will develop a 15 acre parking area when transferred from Fort Myer to Arlington National Cemetery. Preliminary study indicates that this program will provide ANC with approximately 8,800 internment spaces and 7,055 niches incorporated into the boundary wall. Arlington National Cemetery has not submitted budget estimates for this project.

*This is a new project in this FYs 2007-2012 program.*

### **FORT MYER MILITARY COMMUNITY**

**ARLINGTON, VA**

#### **BARRACKS COMPLEX PHASE II**

*Recommended*

\$52,000,000 (estimated total project cost). This project provides for construction of two new barracks buildings and the demolition of two inadequate existing barracks buildings. The project proposes to construct two three-story buildings as replacements for four existing buildings that have not been modernized since their construction in the 1960s. Current living space is inadequate when compared with modern-day criteria for unaccompanied enlisted personnel and a new dining facility. Two new buildings to house 420 soldiers will be constructed after the existing buildings are demolished. The proposed site is outside of the Fort Myer Historic District, but historic preservation will affect architectural elements and features of the new building.

*This is a new project in this FYs 2007-2012 program.*

#### **U.S. ARMY BAND FACILITY**

*Recommended*

\$40,000,000 (estimated total project cost). The U.S. Army Band (TUSAB) currently trains and practices in Building 400 on Fort Myer, constructed when the band was about half its current size of 265 members. The band now meets increased mission demands. The existing facility has 45,520 square feet of usable space, which is significantly less than TUSAB requirements of 89,280 square feet. Substandard features of the current facility include a shortage of equipment and uniform storage space, poor acoustical qualities in rehearsal halls, inadequate recording space, and insufficient office space.

The existing facility, which is outside of the Fort Myer Historic District, will be demolished. A new two-story building will be constructed in an existing parking area. The new facility will include rehearsal studios, recording studios, performance studios, and locker rooms for both men and women band members, equipment storage space, and a library.

A three-level 600-space structured parking facility with bus parking to support the band will be constructed to replace existing surface parking spaces within the proposed site.

*This is a new project in this FYs 2007-2012 program.*

#### **EXPAND PHYSICAL FITNESS CENTER**

*Recommended*

\$6,000,000 (estimated total project cost). This project is required to increase the size of the existing Physical Fitness Center on Fort Myer. The existing building contains 36,500 square feet. The exercise area and locker room are inadequate to support the visitors that use this facility. The addition of 7,000 square feet to the two-story facility will provide adequate room for the physical fitness and recreational needs of the community. The HVAC system will be upgraded to correct previous flaws and to support the additional space. This building is not in the Fort Myer Historic District but will require exterior architectural features that match the existing building and complements surrounding structures.

*This is a new project in this FYs 2007-2012 program.*

#### **MODERNIZE HORSE STABLES**

*Recommended*

\$17,000,000 (estimated total project cost). This project will restore and modernize the historic stable facilities on Fort Myer to support the ceremonial, deployment, and contingency missions of the Third Infantry Regiment. Interior and exterior renovations are planned for five buildings located in the Fort Myer Historic District. Work also will include reconstructing the paddock areas near the stable and constructing new site features to improve the safety of existing horse training facilities. Landscaping elements will be improved and existing pavement will be replaced. Interior renovations include replacing unsafe wood structural members, reconfiguring interior layouts, revitalizing interior finishes, and improving existing utility connections. Historic preservation coordination will be required for exterior improvements to windows, door trim, and existing brickwork.

*This is a new project in this FYs 2007-2012 program.*

#### **PUBLIC SAFETY BUILDING EXPANSION, BLDG 415**

*Recommended*

\$1,500,000 (estimated total project cost). The Directorate of Public Safety is located in four facilities on Fort Myer, Virginia. The main building is Building 415, which accommodates the fire station, provost marshal, and director's office. The intent of the recently completed Public Safety Center (Bldg 415) was to provide a consolidated facility to accommodate the fire department and provost marshal. A new organization, Directorate of Emergency Services, did not exist when the original program was developed. A space analysis indicated that an additional 3,700 square feet is necessary to consolidate all functions within one building. This project will ensure efficient and effective operations of the FMMC safety and security program. The renovation will include a new wing on the existing building, site improvements, utility relocation, and a comprehensive interior redesign to ensure all program functions are included. Special historic architectural treatments will be required to match the existing building, which is not located in the Fort Myer Historic District.

*This is a new project in this FYs 2007-2012 program.*

## RECONFIGURE HATFIELD GATE

*Recommended*

\$6,000,000 (estimated total project cost). The Hatfield Gate, located to the west of Fort Myer on Route 27 (Washington Boulevard), is the primary entrance for employees, visitors and delivery trucks. The current gate layout does not meet DoD standards for access control points (ACP). Congestion and traffic problems hinder traffic flow entering and leaving Fort Myer. The proposed project may include traffic improvements to the ramps connecting Hatfield Gate to Route 27. The new ACP will include security features required by current AT/FP standards. This project should not have any significant historic preservation issues, as it is located outside of the Fort Myer Historic District.

*This is a new project in this FY's 2007-2012 program.*

**Comment:** Arlington County notes their support for plans and actions to improve traffic flow in and out of Fort Myer via the Hatfield Gate. Fort Myer is encouraged to include Arlington County in their planning for this capital project.

# DEPARTMENT OF DEFENSE

## THE PENTAGON

### PENTAGON MEMORIAL

*Recommended and Strongly Endorsed*

\$16,000,000 (estimated project cost during FY 2007-2012). The Pentagon Memorial Project is a joint effort among various organizations to construct a memorial commemorating the September 11, 2001, terrorist attack on the Pentagon and the 184 innocent lives lost in the Pentagon and on American Airlines Flight 77. The memorial site occupies approximately two acres on the west side of the Pentagon, in line with the path of Flight 77 and within view of the Pentagon's impacted area. The concept design is a Memorial Park inscribed with 184 memorial units (benches). Each unit is dedicated to a victim and engraved with a name.

Elegant in its self-supporting form, the cast aluminum memorial unit is at once a glowing light pool, a cantilevered bench and a place for the permanent inscription of each victim's name. A polyester composite matrix-gravel mix is poured into the memorial unit, thus acting as a glue to support and float the gravel above the light pool. Disbursed throughout the entire site, the porous stabilized gravel field is contained within two perimeter benches that serve as planters for ornamental grasses. These grasses act as a soft screen demarcating the boundary of the memorial park. Further, the combined length of the perimeter benches plus the bench portion of each memorial unit provides more than 2,100 linear feet of seating surface. The estimated total cost is \$18,000,000; the project has received \$2,000,000 in prior funding. This project is funded from private contributions and donations, not funds appropriated by the federal government.

*This project first appeared in FY's 2004-2009 program.*

**Comment:** On September 1, 2002, NCPC approved the selected site for the Pentagon Memorial. At its June 5, 2003, meeting, NCPC approved the conceptual design of the Pentagon Memorial.

### PENTAGON RENOVATION

*Recommended and Strongly Endorsed*

\$701,800,000 (estimated project cost during FY 2007-2012). On September 11, 2001, a Boeing 757 struck the Pentagon's Wedge 1 on an angle and penetrated into an interior office ring in Wedge 2. Wedge 1 was just five days from completion. Three measures taken during the renovation of Wedge 1 to reinforce the inner and outer walls dramatically slowed the plane as it entered the building, reducing the extent that it penetrated the rings and preventing the immediate collapse of the structure directly above the area of impact. In addition to the rebuilding efforts, the Renovation Program continued with its original scope of work, the continued design and renovation of the 6,500,000-gross-square-foot building to correct health, safety, and building deficiencies. The project includes: replacement of the heating, ventilating and air-conditioning system; upgrading of electrical and plumbing systems; installation of a cable management system; removal of asbestos throughout (plaster, ceilings, ductwork, piping); installation of new ceilings, lights, finish flooring, and sprinklers; replacement of failing floor slabs in the basement; renovation of toilets; renovation of special purpose spaces; repair/restoration of exterior finishes; repair/replacement of windows; repair of leaks throughout; realignment of traffic flow on the site; and repairs to bridges, walks, roads, fences, and paving. At the time of the attack, all renovation work was scheduled to be completed in December 2012. The Renovation Program continues to make up lost time and meet the original schedule. The Renovation Program met its personal challenge to relocate personnel back into the E-ring

adjacent to the crash site by the one-year anniversary on September 11, 2002. Existing Employment: 25,000; Proposed Employment: 26,000 (1,000 employees will be transferred from elsewhere in the Northern Virginia area). The total project cost of the project is \$1,851,797,000; the project has received \$1,149,997,000 in prior funding.

*This project first appeared in FYs 1988-1992 program.*

**Note:** the Pentagon has been appropriated \$925,000,000 for repairs from the Emergency Supplemental Appropriations Act for Recovery from and Response to Terrorist Attacks on the United States, FY 2002 P.L. 107-38.

**Comment:** NCPC has taken the following actions related to this project:

- October 7, 1999: NCPC approved the preliminary and final site and building plans for the Pentagon's remote delivery facility.
- October 5, 2000: NCPC approved the master plan modification and design concept for the relocation of the Metro entrance facility;
- March 1, 2001: NCPC approved preliminary and final site and building plans for this facility.
- June 2, 2005: NCPC approved the master plan for the Pentagon reservation with the exception of the Transportation Management Plan. As a part of its master plan approval, NCPC recommended converting the North Parking surface lots to landscaped storm water filtration systems, once the South Parking Structure is operational, to avoid increasing the parking supply.

## **THE PENTAGON RESERVATION MASTER PLAN AND IMPLEMENTATION**

### **THE PENTAGON RESERVATION MASTER PLAN**

The Pentagon Reservation Master Plan was created in response to new security initiatives following the terrorist attack of September 11, 2001 on the Pentagon; new program and mission requirements; and numerous changes to existing circulation patterns that occurred on and around the Reservation in preceding years. The Master Plan was developed as a strategic framework that set forth implementation priorities and a logical development sequence within which projects and proposed construction can occur. It presented a set of solutions and proposals that translated the functional requirements for improved security, sustainability and other site oriented objectives into a comprehensive, physical Master Plan guiding the development of the Reservation for the coming decades.

The Master Plan envisioned a transformed Pentagon Reservation, one that not only preserves, but also enhances the Pentagon as the symbolic home of the Department of Defense. It was a plan that promotes the vision of the Pentagon; meets the functional objectives and requirements; allows for flexibility in implementation over the time frame of the plan; and demonstrates the Department's commitment, leadership and stewardship to the surrounding community and the environment. In this manner, the Master Plan identified an agenda for building on existing resources, correcting deficiencies, and meeting changing needs.

Following an evaluation of current and future needs of the Reservation, key issues were identified that included site security, long range sustainability, personnel concerns, and facility requirements. Within a 20-year timeframe, this plan proposes no further growth on the Reservation, maintaining a total employee population of 23,000. Two primary objectives of the Master Plan were: 1) complete the permanent secure perimeter; and, 2) implement enhanced sustainability strategies to promote the long-term environmental health of the Reservation and its surroundings. Secondary objectives for this Master Plan were: 1) a permanent Heliport incorporating all standard flight and operational requirements; 2) consolidation of parking to provide additional open space and better land utilization; 3) improvements to vehicular and pedestrian circulation; 4) creation of an industrial zone for like uses; and, 5) establishment of design guidelines to enhance and protect the historic nature of the Pentagon Reservation. The Master Plan security proposals builds on the existing security infrastructure put in place as part of the Remote Delivery Facility (RDF) Truck Inspection Facility and the Route 110 secure by-pass. The secure perimeter defines the boundaries, within the Reservation, that separate screened and unscreened vehicles, and delineates the checkpoints where access by both vehicles and pedestrians can be controlled. The permanent perimeter will be flexible and allow the Pentagon to function normally, regardless of the active threat level. Physical barriers will control pedestrian access at the perimeter, channeling traffic to control points where screening can be carried out.

A major recommendation of the Master Plan under sustainable strategies is the restoration of large impervious land areas into natural and open, sustainable landscape regions. The transformation will be achieved through the consolidation of reservation surface parking lots into multi-level parking structures, with green roofs. This renewal of natural ground cover

will provide direct environmental benefits; enhanced storm water management; erosion control; improved water quality through filtration; and relief from heat island effects. The resulting pervious site area on the Reservation will be increased by approximately 40 percent. This change will also enhance the ability of the site to retain and filter rainwater runoff and improve the water quality in the Potomac River and the larger Chesapeake Bay watershed. The Master Plan was prepared, reviewed, and approved by various internal and external stakeholders to include the Secretary of Defense, NCPC, CFA, the Virginia Society of Historic Preservation Office, Arlington County, Arlington National Cemetery, and the Virginia Department of Transportation.

The policies and proposals of the Pentagon Master Plan support the intent and policies of the Comprehensive Plan for the National Capital, developed by the NCPC. Consensus between the two plans is evident in broad terms and in specific areas to include 1) creates new landscape and open areas in the NCR, 2) enhances connectivity to existing parkland, 3) retains a horizontal skyline at the western portion of the Arlington ridge bowl as viewed from the Capitol and the Mall, 4) eliminates the large paved areas along the Potomac and restores landscape areas with active and passive recreation, 5) enhances the landscape, while minimizing the view of developments, as seen from the surrounding roadways, and specifically the George Washington Parkway, 6) stabilizes the impact to the surrounding environment by holding the growth of personnel and vehicles at current levels, 7) increases pervious surface and creates retention ponds to reduce storm water runoff and enhance off-site water quality, 8) protects the setting of a historic property, including the significant views to and from the site, and 9) supports future public transportation initiatives in the region and Arlington County.

Projects denoted for planning and construction during fiscal years 2007 to 2012 are briefly described below.

## **ELECTRICAL UPGRADES TO THE RESERVATION**

### *Recommended*

\$19,055,000 (estimated total project cost). The existing utility infrastructure is arranged in numerous underground tunnels and direct bury structures, which circle the Pentagon building and connect to various trunk lines and other supporting structures. This system has been built up over the life of the Pentagon and lies below a significant portion of the reservation land. This project will provide overall enhancements to the electrical service throughout the Reservation to include all the necessary elements required to upgrade existing systems due to increased construction efforts on the Reservation and mission critical system and security improvements. Supporting work includes demolition of existing utility lines; repairs to surface roadways, other pavement, sidewalks, curbs, and gutters disturbed by the construction; and realignment of roads as necessary to install new utility conditions. Hazardous waste remediation, demolition of below grade structures, rerouting of other existing utilities, and other conditions required to accommodate the new utility lines and trenching systems will be provided. Applicable anti-terrorism/force protection measures will be incorporated in accordance with criteria prescribed in the current UFC regulations. Energy conservation and efficiency measures should be incorporated where applicable. Modifications to the storm water conditions in the area as necessary shall be provided. Reduction in maintenance costs and energy consumption increases in security, and enhancements to the delivery system will be realized through this project.

*This is a new project in this FYs 2007-2012 program*

## **HAZARDOUS RESPONSE FACILITY AND CBRNE HEADQUARTERS**

### *Recommended*

\$16,876,000 (estimated total project cost). Pentagon Force Protection Agency (PFPA) is responsible for providing force protection, security, HAZMAT response, and law enforcement, as required for the people, facilities, infrastructures and other resources at the Pentagon Reservation and for DOD activities on DOD-occupied facilities not under the jurisdiction of a military department within the NCR. The mission of this facility has dramatically increased over the past several years and fully supports any chemical, biological, or other threat incident to the Reservation and its personnel.

In February 1995, when construction of the Pentagon basement began, the PFPA Hazardous Material Facility was temporarily relocated to the bridges under the River Terrace, to Federal Office Building 2, and finally to a leased location in Arlington, Virginia for a ten-year period. Its functions were dispersed among three separate locations. A move onto Federal property would provide a long-term, permanent, more secure solution for this facility and assure immediate response, recovery, and sustainment of support activities necessary to maintain safety of its occupants. The consolidation of functions will realize greater efficiencies in responsiveness to an incident. Thus, a site of approximately .50 acre has been designated for this project, its structures, and supporting facilities.



This project constructs a new facility at the HRP to include heating, ventilation, and air conditioning throughout; fire protection; site and building utilities; site improvements; UPS system; and security measures. Supporting facilities include surface parking adjacent to the building, outside lighting, pavement, sidewalks, and access roads. Hazardous waste remediation and other environmental conditions required to accommodate the new facility will be provided. The facilities program includes such spaces as administrative offices, testing labs, training rooms, building support spaces, shower/lockers, bulk/refrigeration storage, and equipment for rapid response activities. The facility is to be constructed of a steel framework and panels that will be minimally visible from the roadway and from the main Pentagon campus. The footprint of the Pentagon Solar Farm will serve as the footprint of this new structure. The Solar Farm will be relocated on grillage atop this new facility and support some of its energy requirements. Anti-terrorism/force protection measures will be incorporated in accordance with criteria prescribed in the current UFC regulations. This site lends itself to full compliance with the UFC regulations.

*This is a new project in this FYs 2007-2012 program*

## **PERMANENT HELIPORT, CONTROL TOWER, FIRE STATION, AND ONE-LEVEL PARKING STRUCTURE**

*Recommended*

\$64,787,000 (estimated total project cost). The terrorist attack on the Pentagon of September 11, 2001 forced DOD to relocate the Heliport from its previous location, on the west side of the Pentagon building just east of Route 27. Immediately after the attack, the Heliport was temporarily moved to the lower parade ground east of the River Terrace. This location proved unsatisfactory and the Heliport was moved to its second temporary location on the David O. Cooke Terrace above the Remote Delivery Facility (RDF) where it currently resides. Due to updated flight regulations, the RDF Truck Inspection Facility, and the 9/11 Memorial site, the Heliport is prevented from returning to its west side location. The Heliport control tower and fire station are located to the west of the RDF. The Heliport is used on a daily basis, typically, by high ranking military personnel, government VIPs, and foreign dignitaries who require heightened security measures, including immediate access to the Pentagon's main entrances. One of the heliport's primary functions is to accommodate contingency and emergency evacuations. The current Heliport location does not meet Army regulations for an optimum safe landing site, easy access by emergency vehicles, and visual screening. Thus, the Heliport must move to an appropriate location that meets flight and security criteria. The Pentagon Reservation Master Plan proposed to relocate the Heliport to the old Route 110 roadbed directly east of the Pentagon and north of the River Terrace. This proposed location meets five primary site selection criteria; 1) flight operation requirements of the military branches, 2) Ronald Reagan National Airport aircraft glide path separation, 3) control tower location providing flight path visual control with space for a fire truck facility, 4) easy access to the Pentagon and VIP parking lots, and 5) adequate visual screening from adjacent roadways. The old Route 110 roadbed is also a prime location for parking. The site is approximate to three major Pentagon entrances: the River Terrace entrance, Corridor 8 entrance, and the Mall Terrace entrance. It is also located within easy access to the Pentagon Conference Center situated below the River Terrace. The Master Plan proposed to develop the Heliport as a raised platform with one level of parking below. All vehicles entering the parking structure will be screened and will be excluded from parking directly beneath the central landing pad.

*This is a new project in this FYs 2007-2012 program*

## **PENTAGON MOTOR POOL**

*Recommended*

\$23,957,000 (estimated total project cost). The Master Plan proposes to relocate the Motor Pool functions to a new building north of the Heating and Refrigeration Plant (HRP) within the Industrial Use area and on a 1.05 acre file. This site is in close proximity to the Pentagon and functionally compatible with the existing industrial functions. The Industrial Use area has its own security stand-off zone, perimeter, and guarded entrance separate from the Pentagon Security Perimeter. At this location, the vehicles housed in the Motor Pool will have easy access to both the River and Mall Terrace to pick up or drop off Pentagon executives or dignitaries. As most of the pick-ups and drop-offs occur midday, as opposed to the morning and evening peak periods, the Motor Pool will have minimal impact on Reservation traffic. All elements of the Pentagon Motor Pool that are currently located in leased facilities will be housed under a single structure and location. This facility will provide the necessary administrative, training, and storage areas required to support the mission. Since the original relocation of the motor pool was necessitated by the on-going renovation of the Pentagon, a subsequent relocation to federal property would provide a long-term solution to the requirement to have this function proximate to the Pentagon. This new Pentagon Motor Pool will be located on a 1.05 acre site north of the Heating and Refrigeration Plant (HRP) complex. The Motor Pool building provides parking for the Motor Pool fleet vehicles and support space for personnel. This structure will be constructed as an approximately 80,000 square foot two-

story building. The fleet currently fuels on the same site where the vehicles are housed. For security reasons, this will not be possible at the new facility and fuel storage tanks will be located remotely so as not to pose a hazard to the HRP.

*This is a new project in this FYs 2007-2012 program*

#### **SECURE PERIMETER, PEDESTRIAN PLAZA**

*Recommended*

\$13,081,000 (estimated total project cost). The Master Plan proposes to complete the permanent perimeter of the security stand-off zone. The majority of the permanent perimeter is complete, but temporary perimeter barriers are located on the south and southeast sides of the Pentagon. All new and existing security barriers and infrastructure will accommodate varying threat levels. Improvements to the South Parking area will address improvements to the rotary road circulation by moving unscreened vehicular and pedestrian traffic outside the security stand-off zone, clearly defining rotary road boundaries, adding signalized intersections, and rerouting bus and vehicular traffic. Proposed improvements include distinct, separate lanes for pick-up and drop-off activities, added way finding and pedestrian crossing signage, surface material cues, and visibly defined edges with raised curbs, walkways, and landscaping. In addition, a separate lane for multiple drop-off and pick-up functions on North Rotary Road will be created. This lane is located on the north side of the road and is divided into two sections. The western section accommodates buses, including 9/11 Memorial tour buses and DOD shuttle buses. During peak times, the tour bus lands can be used for Kiss and Ride functions. The eastern portion will serve Kiss and Ride vehicles and couriers.

*This is a new project in this FYs 2007-2012 program*

#### **SOUTH PARKING ROAD NETWORK**

*Recommended*

\$15,553,000 (estimated total project cost). The Master Plan also proposes a new pedestrian plaza between the Pentagon and North Rotary Road. This new plaza, located within the security stand-off zone, will accommodate high volume pedestrian traffic patterns between the Pentagon, the South Parking structures, and Pentagon Transportation Center, and a Ride-share facility. The proposed plaza will serve pedestrians crossing North Rotary Road either above or below grade, as well as pedestrian circulation to the 9/11 Memorial and other memorial destinations west of the Pentagon.

*This is a new project in this FYs 2007-2012 program*

#### **FEDERAL OFFICE BUILDING 2—COLUMBIA PIKE REALIGNMENT**

*Recommended*

\$32,960,000 (estimated total project cost). The Master Plan for Federal Office Building 2 (FB2) was produced in response to the National Defense authorization Acts of 2000 and 2003. These Acts direct the transfer of this site to the Secretary of the Army for use as part of Arlington National Cemetery (ANC). The transfer of property is to be completed by 2010. In addition, it requires the Secretary of Defense to establish a Master Plan for the property transferred. This Master Plan proposes a final configuration of the site at the point the site is provided to the Cemetery for its use. It maximizes the amount of land available for the cemetery and creates the maximum contiguous property to facilitate its primary use. To provide greater land area and maximize contiguous land, the Master Plan reconfigures the road network. The reconfigured road network includes a realignment of Columbia Pike to the south and a reconfiguration of the two intersections at Joyce Street and at Washington Boulevard (Route 27). The new road network will not affect the carrying capacity or traffic flow through and around the site. Columbia Pike, also known as Route 244, has an eastern terminus at the west end of the Pentagon South Parking. It has two interchanges with Route 27 and I-395 to the FB2 site, as well as the Pentagon Reservation. This roadway runs in a southwesterly direction from the Pentagon Reservation through Arlington County into Fairfax County. It also serves as a direct connection between the FB2 site and the Pentagon Building. This road typically carries 13,000 vehicles a day near the FB2 site. Realignment of this roadway presents the greatest opportunities for additional contiguous expansion space and a larger contiguous parcel transfer to ANC. With the cloverleaf interchange between Washington Boulevard, Columbia Pike can be reconfigured to maximize land use. This will provide improved linkages and a more efficient and expanded area for gravesite expansion for ANC. The ANC Master Plan (1998) also proposed the realignment of Columbia Pike at its intersection with Joyce Street.

*This is a new project in this FYs 2007-2012 program*

## **ROUTE 27 HIGH OCCUPANCY VEHICLE ACCESS**

### *Recommended*

\$10,815,000 (estimated total project cost). In conjunction with re-construction of the Columbia Pike and Route 27 interchange, it is proposed that a new HOV access to and from the south be provided. A reversible ramp from the mid-point of the Route 27 overpass will connect to the existing HOV lanes. Based on projected traffic volumes, a signal is not warranted on Columbia Pike. In the morning, HOV lanes are flowing north bound and traffic destined to the Pentagon Reservation would exit on the ramp to a stop sign on Columbia Pike. In the evening, traffic exiting the Pentagon Reservation would make a left turn from Columbia Pike onto the ramp. Like all HOV ramps, the new ramp would be gate controlled and closed during some period of the day. Currently, the existing HOV lane from Eads Street is approaching capacity and while it is assumed that the Pentagon population will remain constant, growth in the Pentagon City/Crystal City area will increase demand. A new HOV access ramp will relieve traffic pressure onto the Eads Street HOV entrance lane by attracting carpoolers from within the Pentagon as well as Pentagon City. The provision of a second HOV access presents an opportunity to manage traffic flow by designating registered carpool parking in locations on the west side of South Parking proximate to the proposed HOV ramp. It also affords added benefits to evacuate the Reservation faster in the event of an emergency by providing more alternate routes.

*This is a new project in this FYs 2007-2012 program*

## **NORTH PARKING GARAGE**

### *Recommended*

\$1,170,000 (estimated total project cost). The Master Plan proposes to relocate and consolidate a majority of the current surface parking into parking structures. Specifically, the plan proposes to consolidate 7,180 of the total 8100 parking spaces in structures. All structures will have at least one level above grade and one level below grade (except at the Permanent Heliport). The major benefits of the parking consolidation include: 1) the ability to complete and operate the secure stand-off zone at varying threat levels with little or no impact to parking, 2) eliminating the need to screen vehicles which will now be located outside of a security stand-off zone, 3) improving site circulation, 4) improving site land use efficiency, 5) reclaiming large surface areas for green space and sustainable site strategies, and finally, 6) enhancing pedestrian convenience and environmental comfort. Additional benefits include improved vistas to and from the Pentagon and an overall improvement to the Reservation setting. The North Parking Garage will be among the first structures to be built to accommodate parking shortfalls. This parking structure will accommodate 600 parking spaces within a two level parking structure; additional levels of parking may be required and can be provided should parking spaces fall short of the intended goal. A low maintenance green roof is proposed for this structure which will help control storm water runoff and filter the rain water before it enters the Pentagon Lagoon. Pedestrians, from the North Parking structure, will cross the North River Pedestrian Bridge to access the Corridor 8 entrance.

*This is a new project in this FYs 2007-2012 program*

# **DEPARTMENT OF THE NAVY**

## **ARLINGTON SERVICE CENTER**

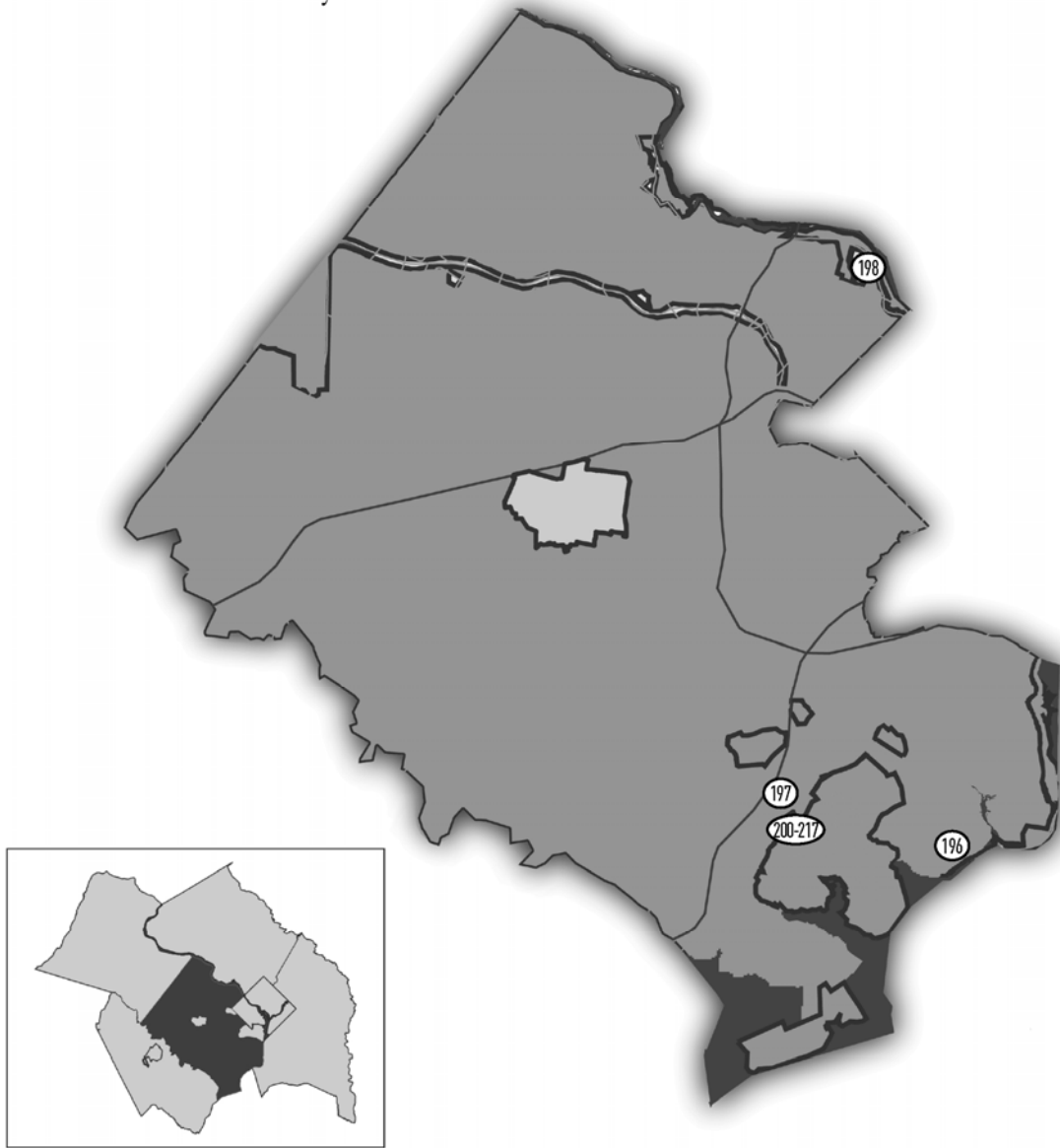
### **RENOVATE BUILDING 12**

#### *Recommended*

\$49,000,000 (estimated total project cost). This project was developed to fulfill the BRAC actions. It will renovate a 214,000-square-foot administrative building. The function of the building will remain the same after renovation. The project will retain the shell of the existing structure while completely renovating the interior.

*This project first appeared in FYs 2007-2012 program.*

## Fairfax County



# Fairfax County

## *Recommended*

### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Highway Administration**

- 196. Mount Vernon Circle Parking (p. 152)
- 197. Fort Belvoir Connector Road (p. 152)
- 198. Rehabilitate Virginia Route 123/CIA Interchange (p. 152)

## *Recommended For Programming Purposes Only*

### **DEPARTMENT OF THE ARMY**

#### **Military District of Washington, Fort Belvoir**

- 200. Addition to Building 358, Joint Personnel Recovery Agency (p. 147)
- 201. Renovate Graves Fitness Center (p. 147)
- 202. Materials Receiving and Handling Facility (p. 147)
- 203. Museum Support Center (p. 148)
- 204. Family Travel Camp (p. 148)
- 205. Religious Education Center (p. 148)
- 206. Information Dominance Center (p. 148)
- 207. Access Road /Control Point (p. 149)
- 208. Network Enterprise Communications Facility (p. 149)
- 209. 911/Emergency Operations Center (p. 149)
- 210. South Post Fire Station (p. 149)
- 211. Vehicle Maintenance Shop Upgrades (p. 150)
- 212. Battalion Headquarters (p. 150)
- 213. Soldier Support Center (p. 150)
- 214. Structured Parking, 200 Area (p. 151)
- 215. Replace Dining Facility (p. 151)
- 216. Installation Industrial Support Facility (p. 151)
- 217. South Post Physical Fitness Center (p. 151)

# Fairfax County

Project Title	Budget Estimates (000 of Dollars)							Total FYs 2007-2012
	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	

## DEPARTMENT OF THE ARMY

### Military District Of Washington, Fort Belvoir

Joint Personnel Recovery Agency	0	18,000	0	0	0	0	0	18,000
Renovate Graves Fitness Center	0	4,350	0	0	0	0	0	4,350
Materials Receiving Center	0	4,200	0	0	0	0	0	4,200
Museum Support	0	27,000	0	0	0	0	0	27,000
Family Travel Camp	0	1,300	680	650	1,150	0	0	3,780
Religious Education Center	0	0	4,800	0	0	0	0	4,800
Information Dominance Center	0	0	59,000	60,000	60,000	0	0	179,000
Access Road Control Point	0	0	7,600	0	0	0	0	7,600
Network Communications Facility	0	0	39,000	0	0	0	0	39,000
911 Emergency Operations Center	0	0	1,750	0	0	0	0	1,750
South Post Fire Station	0	0	3,600	0	0	0	0	3,600
Vehicle Maintenance Shop Upgrades	0	0	7,400	0	0	0	0	7,400
Battalion Headquarters	0	0	3,500	0	0	0	0	3,500
Soldier Support Center	0	0	13,600	0	0	0	0	13,600
Structured Parking, 200 Area	0	0	8,000	0	0	0	0	8,000
Replace Dining Facility	0	0	0	8,800	0	0	0	8,800
Installation Industrial Support Facility	0	0	14,400	0	0	0	0	14,400
South Post Physical	0	0	0	0	21,000	0	0	21,000
<b>Total in Fairfax County</b>	0	54,850	163,330	69,450	82,150	0	0	369,780

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

Mount Vernon Circle Parking	0	1,250	0	0	0	0	0	1,250
Fort Belvoir Connector Road	0	5,000	5,000	5,000	0	0	0	15,000
Rehabilitate VA Rt. 123/CIA Interchange	0	150	100	5,000	14,000	0	0	19,250
<b>Total in Fairfax County</b>	0	6,400	5,100	10,000	14,000	0	0	35,500
<b>Fairfax County Total</b>	<b>0</b>	<b>61,250</b>	<b>168,430</b>	<b>79,450</b>	<b>96,150</b>	<b>0</b>	<b>0</b>	<b>405,280</b>

# Fairfax County

## DEPARTMENT OF THE ARMY

### MILITARY DISTRICT OF WASHINGTON, FORT BELVOIR

***Comment:** Fort Belvoir is preparing for significant growth by 2011 due to implementation of the BRAC actions. The Army is undertaking a significantly expanded master planning process as a result. The following projects are recommended only for program purposes until the Army addresses Fairfax County's environmental and transportation concerns as thoroughly as possible, either through the Fort Belvoir master planning process or through development of individual projects.*

#### **ADDITION TO BUILDING 358, JOINT PERSONNEL RECOVERY AGENCY**

*Recommended for Program Purposes Only*

\$18,000,000 (estimated total project cost). This project will construct a 62,892-gross-square-foot permanent addition and renovate 24,842 gross square feet of Building 358 on Fort Belvoir. Work includes private and open office areas, Sensitive Compartmented Information Facility areas, conference and storage rooms, an auditorium, a technical library, a storage vault, elevators, fire protection and alarm systems, and information systems. Intrusion detection system (IDS) and key card readers will be installed. Supporting facilities include connections to existing utility systems, HVAC, paving, walks, curb and gutter construction, parking, street and general lighting, information systems and site improvements. AT/FP measures will be incorporated. Access for the handicapped will be provided. A total of 237 parking spaces will be provided.

*This project first appeared in the FYs 2006-2011 program.*

#### **RENOVATE GRAVES FITNESS CENTER**

*Recommended for Program Purposes Only*

\$4,350,000 (estimated total project cost). This project will upgrade the existing Graves Fitness Center to meet current standards. The project will provide air conditioning throughout the facility with adequate moisture/condensation controls, upgrade HVAC system in locker rooms, renovate handball courts to provide a climate controlled environment, resurface walls, ceilings, and floors in handball courts, and repair roofing system. The project also will construct additional gymnasium space and locker/shower/restroom facilities. Also provided are utility upgrades, lighting, walks, curb and gutter replacement, landscaping, site improvements, additional parking, stormwater management, and force protection. Access for the handicapped will be added.

*This project first appeared in the FYs 2006-2011 program.*

#### **MATERIALS RECEIVING AND HANDLING FACILITY**

*Recommended for Program Purposes Only*

\$4,200,000 (estimated total project cost). The project will construct a consolidated facility to receive and screen all materials delivered to the Andrew T. McNamara Headquarters Complex. The primary facility will include loading docks with dock levelers and scissors lifts, loading dock truck parking and turning space, staging areas, a covered walkway from the facility to the Headquarters Complex, screening areas with x-ray machines, a personnel metal detector/x-ray machine, temporary storage areas for items awaiting delivery, a break room, locker and shower rooms, private and open office space, a security guard room and monitoring station, a communications closet, mechanical and electrical rooms. The project also includes HVAC, Uninterruptible Power Supply, fire protection system, interior and exterior closed circuit television, access controls, duress alarm system, public address system, access card readers, and intrusion detection systems for classified areas. Water, sewer, electric, storm sewer, and information services systems will be provided. Supporting site improvements include walks, curbs and gutters, erosion control, landscaping, lighting, roadways, a fire access road, and parking.

*This project first appeared in the FYs 2006-2011 program.*

## **MUSEUM SUPPORT CENTER**

*Recommended for Program Purposes Only*

\$27,000,000 (estimated total project cost). The project will construct a Museum Support Center which includes reception and administrative areas; environmentally controlled museum art and collections holding, processing, and research areas with weapons and records vaults; exhibition fabrication and conservation laboratories; paint spray booth; photographic studio, shipping and receiving area, all-weather loading dock, truck bays, fire detection and suppression, intrusion detection system, closed circuit television, and information systems. Supporting facilities include exterior lighting, connections to existing utilities, HVAC, truck apron, sidewalks, curbs and gutters, parking, landscaping, fencing, an entrance gate, and information systems. AT/FP measures will be incorporated. Access for the handicapped will be provided. A total of 65 parking spaces will be provided.

*This project first appeared in the FYs 2004-2009 program.*

## **FAMILY TRAVEL CAMP**

*Recommended for Program Purposes Only*

\$3,780,000 (estimated total project cost). The project will construct a family RV travel and tent camp area. The area will include 60 RV back-in sites with concrete vehicle and picnic pads, water, sewer, electric, and telephone and communication hook-ups. The project includes renovation of an existing building to include a registration area, camp store, snack bar, lounge, restrooms, outdoor recreation equipment rentals, and an indoor archery range. A camp support building will be provided that will include showers, restrooms, a lounge area, and laundry facilities. The tent/car camp sites will have hardstands for vehicle parking and tent setup, picnic table and grill areas, and water/electric hook-ups. This project will provide paved vehicle circulation, roads, walking paths, landscaping, street lighting, sewage pump station, stormwater management, a perimeter security fence with automatic card reader, an entrance gate, utility upgrades, area directional signage, and access for the handicapped.

*This project first appeared in the FYs 2006-2011 program.*

## **RELIGIOUS EDUCATION CENTER**

*Recommended for Program Purposes Only*

\$4,800,000 (estimated total project cost). The project will construct a modified standard-design religious education center lobby, assembly area, classrooms, offices, kitchen, resource room, storage areas, men and women's latrines, janitor's closet, elevator, mechanical and electrical rooms, fire alarm and protection systems, and building information systems. Supporting facilities include electric, HVAC, water, wastewater collection system, lighting, paving, parking, curbs and gutters, connection to storm water drainage with remediation, site improvements, and information systems. Access for the handicapped will be provided. AT/FP measures are included.

*This project first appeared in the FYs 2006-2011 program.*

## **INFORMATION DOMINANCE CENTER**

*Recommended for Program Purposes Only*

\$179,000,000 (estimated total project cost). This project will construct 290,000 gross square feet and renovate an existing 200,000 gross square feet for the Information Dominance Center (IDC) Sensitive Compartmented Information Facility (SCIF), consisting of specialized operations space, special equipment storage, an intrusion detection system, classrooms, a conference center, a server room, a wellness room with shower, a warehouse area, mechanical/utility rooms, bathrooms, training areas, storage areas, a library, office space, and administrative support areas. The project also includes connections to existing utilities, redundant power and information systems, HVAC, walks, curbs and gutters, a parking structure, general lighting; information systems; and site improvements. AT/FP measures will be incorporated. Access for the handicapped will be provided. A total of 1,440 parking spaces will be provided.

*This project first appeared in the FYs 2004-2009 program.*



## **ACCESS ROAD CONTROL POINT**

*Recommended for Program Purposes Only*

\$7,600,000 (estimated total project cost). The project will construct a control point with vehicle inspection station, access control building, booth and canopy, vehicle turnarounds, security lighting, backup generator, building information systems, a two-lane access road with sidewalks/bike path, street lighting, drainage, traffic signal, and left and right turn controls for Richmond Highway (US Route 1). The project also will install active barriers funded through other procurement measures. Supporting facilities include electrical service, water and wastewater lines, storm drainage, site improvements, removal of asphalt pavement, relocation of communications lines, and information systems. Costs for supporting facilities for this project are high due to the need to relocate communications, water, and waste water lines, and an electrical substation. Heating and air conditioning (7 tons) will be provided by stand-alone systems. Anti-terrorism measures include laminated glazing in reinforced frames and reinforced exterior doors.

*This project first appeared in the FYs 2006-2011 program.*

## **NETWORK ENTERPRISE COMMUNICATIONS FACILITY**

*Recommended for Program Purposes Only*

\$39,000,000 (estimated total project cost). The project will construct an information processing and network operations center to include conference, operations support, administrative, and storage area; a network operations center that is electronically integrated with classified and unclassified local area networks and connectivity to locations around the world; an equipment staging area, shipping and receiving area, loading dock, passenger/freight elevator; multi-story parking structure; emergency uninterruptible power supply; emergency standby generators; fire protection and alarm systems; and building information systems. This project will also install intrusion detection systems (IDS), closed circuit TV, and a Connect Energy Monitoring Control System. Supporting facilities include electric service; street lighting; water distribution and waste water collection lines; paving, sidewalks, curb and gutters; storm drainage; site improvements; and redundant information systems. AT/FP measures include building setbacks; blast resistant walls; annealed, laminated glazing in reinforced frames; reinforced exterior doors; barriers; berms; and visual screening. Heating and air-conditioning (1,000 tons) will be provided by self-contained systems.

*This project first appeared in the FYs 2006-2011 program.*

## **911/EMERGENCY OPERATIONS CENTER**

*Recommended for Program Purposes Only*

\$1,750,000 (estimated total project cost). This project will convert Building 191 for use as a combined 911/Emergency Operations Center with watch/alarm room, operations center, offices, men's and women's latrines and showers, fire alarm and protection systems, and building information systems. The building will be connected to the energy management control system (EMCS). Exterior alterations will minimize adverse impact to the historical nature of Building 191 and the Fort Belvoir historic district. Supporting facilities include electrical service, water distribution and wastewater collections systems, parking, curbs and gutters, site improvements, and information systems. Heating and air conditioning (25 tons) will be provided by stand-alone systems. Access for the handicapped will be provided. AT/FP measures include annealed laminated glass in reinforced frames, reinforced exterior doors, barriers, and screening.

*This project first appeared in the FYs 2006-2011 program.*

## **SOUTH POST FIRE STATION**

*Recommended for Program Purposes Only*

\$3,600,000 (estimated total project cost). This project will construct a standard-design, two-company, satellite fire station with drive-through structural apparatus bays, watch/alarm, emergency medical services/decontamination, fire inspectors, and shift leader offices, kitchen, dining/dayroom, dormitory rooms, men's and women's toilets and showers, training and physical training rooms, laundry, storage, wet and dry chemical extinguisher rooms, mechanical and electrical/uninterruptible power supply (UPS) rooms, fire alarm and suppression systems, standby generator, and building information systems. Special architectural treatments to include brick facades are required for historic district compatibility. Supporting facilities include electrical service, street lighting, emergency traffic signal, water and wastewater connections, access road, paving, curbs and gutters, storm drainage, parking, site improvements, and information systems. Supporting costs are high due to demolition. Handicapped access will be provided in administrative areas. Heating and air conditioning (15 tons) will be provided by self-contained systems. AT/FP measures include annealed, laminated glass

in reinforced frames; reinforced exterior doors; and visual screening. This project includes the demolition and disposal of five buildings, totaling 44,336 square feet.

*This project first appeared in the FYs 2006-2011 program.*

## **VEHICLE MAINTENANCE SHOP UPGRADES**

*Recommended for Program Purposes Only*

\$7,400,000 (estimated total project cost). This project will construct a standard-design vehicle maintenance shop with shop aprons; drive-through structural maintenance bays with folding doors; a concrete maintenance apron; 20-ton bridge crane; a Comsec vault; administrative space; men's and women's toilets, showers and locker rooms; laundry facilities; fire alarm and protection systems; and building information systems. Further, IDS will be installed, and connections will be made to the energy management control system (EMCS). Supporting facilities include electric service, street lighting, water distribution and wastewater collections systems, paving, parking, curbs and gutters, storm water drainage with remediation, site improvements, and information systems. Heating and air conditioning (5 tons) will be provided by stand-alone systems. Access for the handicapped will be provided. AT/FP measures include annealed, laminated glass in reinforced frames; reinforced exterior doors; barriers; and screening. One building, totaling 43,752 square feet, will be demolished.

*This project first appeared in the FYs 2006-2011 program.*

## **BATTALION HEADQUARTERS**

*Recommended for Program Purposes Only*

\$3,500,000 (estimated total project cost). This project will construct a standard-design, two-story, medium battalion headquarters building. This project will include private and open administrative offices, conference rooms with video-conferencing, key card readers, receiving/distribution area, arms room, supply room, elevator, classrooms, communications closets, interior communications and AT/FP measures. Supporting facilities include connections to existing utilities, paved parking, curbs and gutters, security lighting, communications, landscaping and AT/FP measures. Air-conditioning (estimated at 49 tons) will be provided by a self-contained system. One building totaling 13,800 gross square feet will be demolished. Access for the handicapped will be provided.

*This project first appeared in the FYs 2006-2011 program.*

## **SOLDIER SUPPORT CENTER**

*Recommended for Program Purposes Only*

\$13,600,000 (estimated total project cost). This project will construct a consolidated Soldier Support Center with private and open administrative workspace, separation and in/out processing, personnel records holding areas, alcohol and drug counseling, training, conference and storage rooms, storage vault, elevator, communication closets, fire protection/alarm systems and information systems. The project will provide intrusion detection system (IDS) and educational television hook-ups. Supporting facilities include connections to existing electrical, water, and sewer and storm drainage systems; paving; walks; curbs and gutters; parking; street and general lighting; information systems; and site improvements. Heating and air-conditioning (229 tons) will be provided by a self-contained system. Access for the handicapped will be provided. Required AT/FP measures include laminated glazing, area lighting, and barriers. Comprehensive interior design is required. The project includes demolition of five buildings, totaling 69,239 gross square feet, and includes limited asbestos and lead-based paint removal. The project also will demolish and dispose of one building totaling 10,134 square feet. A total of 256 parking spaces are required for this project; 162 for employees and 94 for visitors.

*This project first appeared in the FYs 2004-2009 program.*

**STRUCTURED PARKING, 200 AREA**

*Recommended for Program Purposes Only*

\$8,000,000 (estimated total project cost). The project will construct a parking structure with a capacity of 400 parking spaces. This structure will be reinforced concrete with structural steel framing, parking decks, and a sloped interior ramp system. The project will include stairwells, elevator, security lighting, utility connections, fire protection and stormwater management. Access for the handicapped will also be provided. One 12,974 gross-square-foot building, will be demolished.

*This project first appeared in the FYs 2006-2011 program.*

**REPLACE DINING FACILITY**

*Recommended for Program Purposes Only*

\$8,800,000 (estimated total project cost). This project will construct a standard-design, 500-to-800-person dining facility including fire alarm and protection systems, building information systems, and a connection to energy management control system (EMCS). Supporting facilities include electrical service, street lighting, water distribution and wastewater collection systems, paving, parking, curbs and gutters, storm water drainage, site improvements, and information systems. HVAC (70 tons) will be provided by stand-alone systems. The project will include access for the handicapped. AT/FP measures include annealed, laminated glass in reinforced frames, reinforced exterior doors, barriers and screening. Comprehensive interior design is required. The project will demolish and dispose three buildings, totaling 40,595 square feet.

*This project first appeared in the FYs 2006-2011 program.*

**INSTALLATION INDUSTRIAL SUPPORT FACILITY**

*Recommended for Program Purposes Only*

\$14,400,000 (estimated total project cost). This project will construct an installation industrial support facility consisting of a modified, standard-design, high-bay, general purpose warehouse with overhead canopy, loading dock, and staging area. The project also will construct a standard-design tactical equipment maintenance facility (small battalion unit level) with double, drive-through structural maintenance bays with folding doors; small arms and COMEL maintenance areas; a tool room; maintenance apron; organizational vehicle parking; administrative space; men's and women's toilets, showers, and locker rooms; storage; mechanical rooms; communications closets; fire alarm and suppression systems; and building information systems. This facility also will connect to the energy management control system (EMCS) and include an intrusion detection system. Supporting facilities include electrical service, street lighting, water distribution and wastewater collection systems, paving, parking, curbs and gutters, storm water drainage with remediation, site improvements, and information systems. Heating and air conditioning (165 tons) is provided by stand-alone systems. Access for the handicapped will be provided. AT/FP measures include annealed, laminated glass in reinforced frames, reinforced exterior doors, barriers, and screening.

*This project first appeared in the FYs 2006-2011 program.*

**SOUTH POST PHYSICAL FITNESS CENTER**

*Recommended for Program Purposes Only*

\$21,000,000 (estimated total project cost). This project will construct a large standard-design physical fitness training facility with multi-purpose courts, racquetball courts, aerobic exercise rooms, and strength training rooms. A jogging track, indoor 25-meter swimming pool, and men's and women's locker rooms are also included. Standard toilets, showers, and saunas; administrative offices; and a vending and lounge area are also included. Areas for storage, equipment issue, mechanical and electrical rooms, fire protection and sprinkler systems, and information systems complete the center. Supporting facilities include connections to existing utilities, HVAC, paving, walks, curbs and gutters, information systems, and site improvements. A total of 150 parking spaces will be provided.

*This project first appeared in the FYs 2006-2011 program.*

# DEPARTMENT OF TRANSPORTATION

## **MOUNT VERNON CIRCLE PARKING**

*Recommended*

\$1,250,000 (estimated total project cost). This project calls for providing 290 additional parking spaces, improvements to the roadway and sidewalks and miscellaneous trail improvements. Improvements will accommodate current and future parking demands, improve traffic operation, and enhance the safety of pedestrians, motorists, and cyclists in the vicinity of Mount Vernon. The project is located on Virginia Route 235 and Mt. Vernon Highway in Fairfax County.

*This is a new project in this FYs 2007-2011 program.*

## **FORT BELVOIR CONNECTOR ROAD**

*Recommended*

\$15,000,000 (estimated total project cost). This project is to replace the lost capacity from the closing of Woodlawn Road (Virginia Route 618) and Beulah Street (Virginia Route 613) between Route 1 and Telegraph Road due to military necessity. The current traffic congestion and delay, resulting from the closure, require provision of a new connection alternative.

*This is a new project in this FYs 2007-2011 program.*

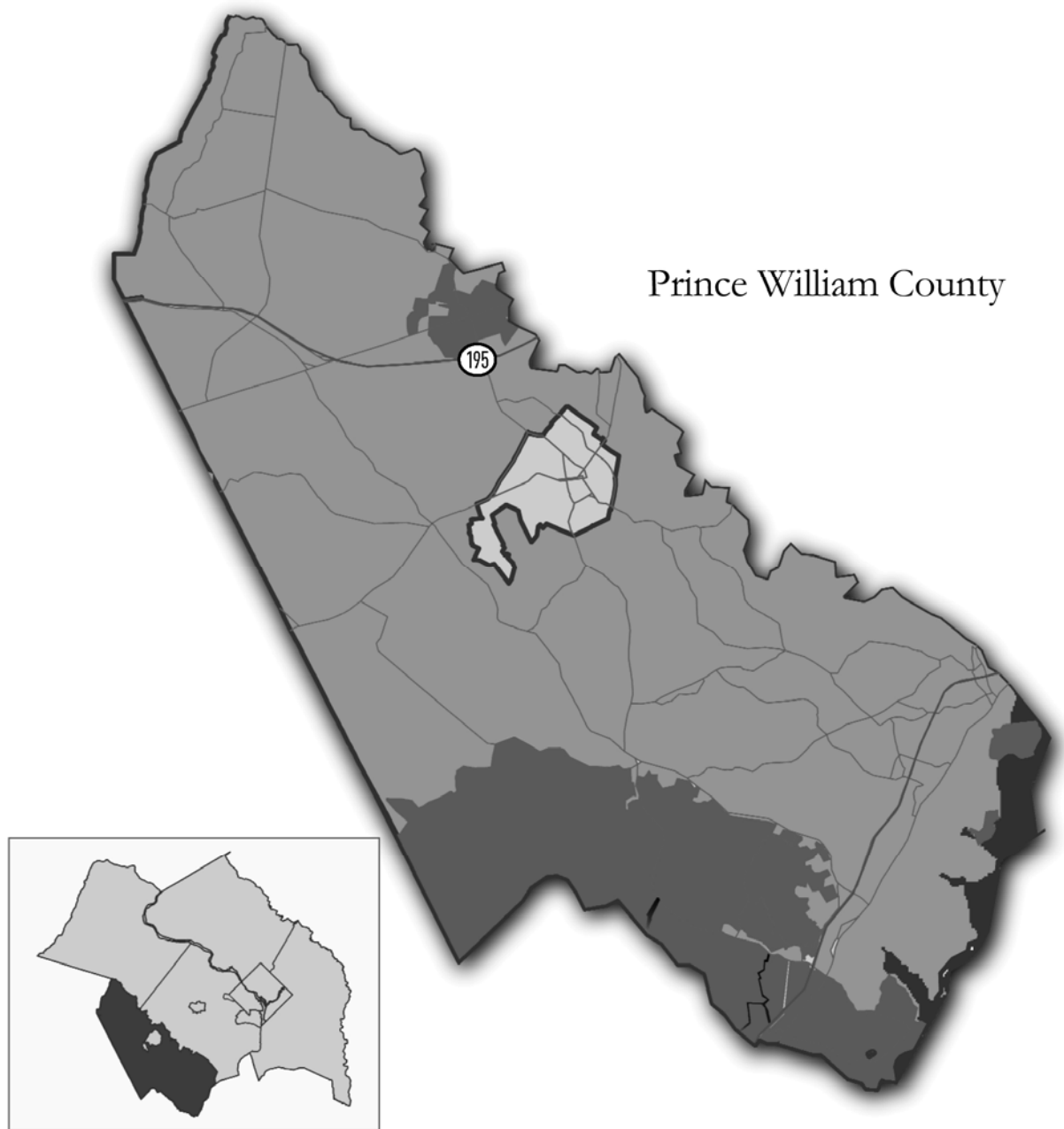
## **REHABILITATE Virginia ROUTE 123/CIA INTERCHANGE**

*Recommended*

\$19,250,000 (estimated total project cost). This project will rehabilitate 2.5 miles of Virginia Route 123 at the CIA interchange, including ramp alignment modifications to improve sight distances, vehicular merges, and safety.

*This is a new project in this FYs 2007-2011 program.*





# Prince William County

## *Recommended*

### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Highway Administration**

195. Manassas Battlefield Park Bypass (p. 155)

## DEPARTMENT OF TRANSPORTATION

Project Title	Prior Funding	Budget Estimates (000 of Dollars)						Total FYs 2007-2012
		FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	
Federal Highway Administration								
Manassas Battlefield Park Bypass Study*	4,000	0	0	0	0	0	0	140,000
Total In Prince William County	4,000	0	0	0	0	0	0	140,000

\* The Federal Highway Administration does not have budget estimates for each fiscal year for this project.

---

<b>Prince William County Total</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140,000</b>
------------------------------------	--------------	----------	----------	----------	----------	----------	----------	----------------

# Prince William County

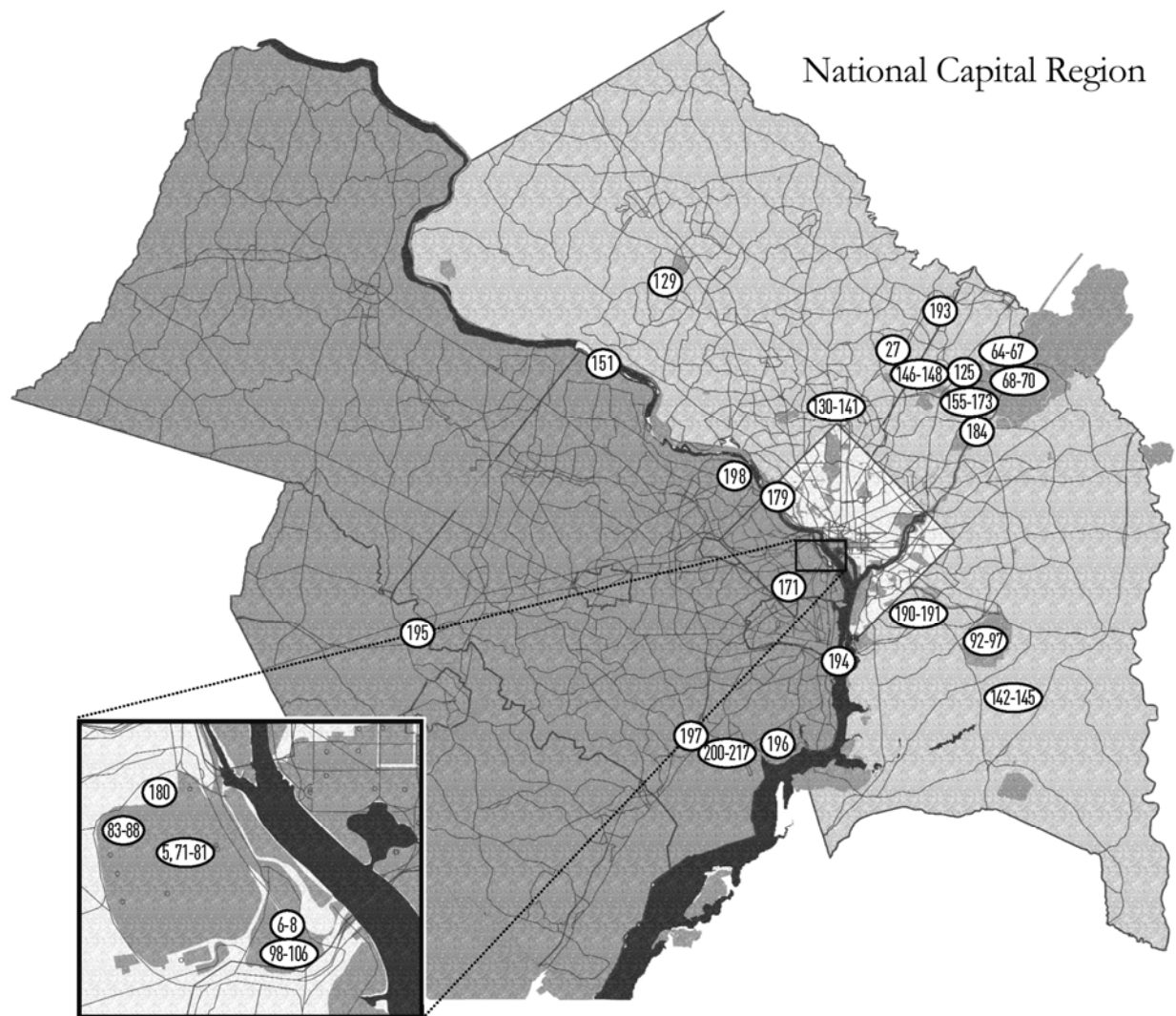
## DEPARTMENT OF TRANSPORTATION

### **MANASSAS BATTLEFIELD PARK BYPASS STUDY**

#### *Recommended*

\$140,000,000 (estimated total project cost). This project calls for developing alternatives that will allow for the closure of the portions of Routes 29 (Lee Highway) and 234 (Sudley Road) that currently transect the Manassas National Battlefield Park (MNPB). The alternatives will provide other means of traveling through the park. The MNPB Bypass Study was initiated to meet the requirements of Public Law 100-647, cited as the MNPB Amendments Act of 1988. Congress authorized \$30 million for this project at that time. Funds were appropriated in FY 2001 to conduct an EIS. The draft EIS is anticipated to be completed by the end of December 2004. The project has received \$4,000,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*





# National Capital Region

The FCIP for FYs 2007-2012 contains a total of 13 proposed projects within the NCR—these projects either have cross-jurisdictional borders or no specified location. Of this total, three projects—the Woodrow Wilson Bridge Replacement; the 14<sup>th</sup> Street Bridge/George Washington Memorial Parkway Corridor Improvements project; and the I-95/495 and Baltimore Washington Parkway Bridge Improvements project—have been submitted by other agencies and are *recommended*. The remaining ten projects have been submitted by the NCPC and are *recommended for future programming* in agency budgets.

NCPC recommends that the appropriate agencies program the remaining ten projects in their budgets as soon as fiscal and budgetary conditions permit.

## *Recommended*

### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Highway Administration**

- 192. 14<sup>th</sup> Street Bridge/George Washington Memorial Parkway Corridor Improvements (p. 159)
- 193. I-95/495 and Baltimore Washington Parkway (MD 295) Bridge Improvements (p. 159)
- 194. Woodrow Wilson Bridge Replacement (p. 159)

## *Recommended for Future Programming*

### **DEPARTMENT OF THE INTERIOR**

- 224. Boundary Markers of the Nation's Capital (not mapped) (p. 160)

### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Railroad Administration**

- 227. High Speed Rail to Baltimore-Washington International Airport (not mapped) (p. 160)

#### **Federal Transit Administration**

- 228. Dulles Corridor Rapid Transit Project (not mapped) (p. 161)
- 229. Light Rail Projects in the District of Columbia, Virginia, and Maryland (not mapped) (p. 161)

### **ALL AGENCIES**

- 233. Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail (not mapped) (p. 161)
- 234. Regional Visitor's Center and Information Kiosks (not mapped) (p. 162)
- 235. Future Site Acquisitions for Memorial and Museum Uses (not mapped) (p. 162)
- 236. Water Taxi System (not mapped) (p. 162)
- 237. Regional Park System (not mapped) (p. 163)
- 238. Regional "Blue Trail" System (not mapped) (p. 163)

# District of Columbia, Maryland, and Virginia

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FYs 2007-2012
---------------	------------------	---------	---------	---------	---------	---------	---------	------------------------

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

14 <sup>th</sup> Street Bridge/GW Parkway	8,480	0	200	0	0	0	0	200
I-95/495 B-W Parkway Bridge	4,000	0	0	0	0	0	0	0
Woodrow Wilson Bridge	1,930,800	126,500	104,500	102,000	90,700	36,100	53,500	513,300*

\* includes \$5.1 million for FY 2013

---

<b>NCR Total</b>	<b>1,943,280</b>	<b>126,500</b>	<b>104,700</b>	<b>102,000</b>	<b>90,700</b>	<b>36,100</b>	<b>53,500</b>	<b>513,500</b>
------------------	------------------	----------------	----------------	----------------	---------------	---------------	---------------	----------------

Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

# DEPARTMENT OF TRANSPORTATION

## FEDERAL HIGHWAY ADMINISTRATION

### 14<sup>TH</sup> STREET BRIDGE/GEORGE WASHINGTON MEMORIAL PARKWAY CORRIDOR IMPROVEMENTS

#### *Recommended*

\$200,000 (estimated project cost during FY 2007-2012). This project will develop alternatives to address congestion and safety problems on I-395—in the 14th Street Bridge corridor—from Route 27 in Arlington County to the New York Avenue tunnel entrance (I-395 tunnel under the National Mall, SE) in Washington, D.C. An Environmental Assessment to address safety problems on the George Washington Memorial Parkway in this corridor is complete. This study recommended replacing Humpback Bridge and constructing a new bridge to Columbia Island Marina from Boundary Channel Drive. A detailed cost estimate is to be provided after an EIS has been completed. The project has received \$8,480,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

### I-95/495 AND BALTIMORE WASHINGTON PARKWAY (MD 295) BRIDGE IMPROVEMENTS

#### *Recommended*

This project calls for rehabilitating the Baltimore Washington Parkway bridges (MD 295) over the Capital Beltway (I-95/I-495) in Greenbelt and Prince George's County, Maryland. The project has received \$4,000,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** The agency anticipates that additional funding will be received after 2012.

### WOODROW WILSON BRIDGE REPLACEMENT

#### *Recommended*

\$513,300,000 (estimated project cost during FYs 2007-2012). This project replaces the existing six-lane Woodrow Wilson Bridge with a new 12-lane bascule bridge immediately south of the existing bridge. The project also includes reconstructing part of I-95/I-495 (Capital Beltway) from just west of Telegraph Road in Virginia to just east of Maryland Route 210 (including the Telegraph Road and US Route 1 interchanges in Virginia and the I-295 and MD 210 interchanges in Maryland). The new bridge will function with 10 lanes but is designed to accommodate two additional lanes for HOV/express bus or rail transit use. In addition, a 12-foot-wide access path for pedestrians and bicyclists will be included. Structural and operational deficiencies associated with the existing bridge necessitate its replacement. The width of the new bridge and operational problems with the existing interchanges require the reconstruction of the four interchanges and approach roadways. Terrorism countermeasures, to the extent deemed feasible and reasonable, will be incorporated into the construction of the new bridge. The estimated total cost of the project is \$2,444,100,000; the project received \$1,930,800,000 in prior federal and state funding.

Section 106 coordination on project-related impacts to historic and archeological resources was undertaken as a part of the project's environmental study and summarized in a Final EIS issued in September 1996. A Memorandum of Agreement (MOA) was developed and signed in 1997 under the provisions of the National Historic Preservation Act to address archaeological and historic preservation issues that could not be addressed until more detailed design work was accomplished. A Design Review Working Group was formed and has met during key design review periods to provide input on project design details relating to the project's impact on historic and archaeological features. Draft and Final Supplemental EISs were prepared and released for public review and comment in January and April of 2000, respectively. These documents provided information on ongoing Section 106 coordination under the provisions of the 1997 MOA. The Design Review Working Group will continue to monitor project design issues; provide comments up to the time that final contract plans are approved; and address any construction-related issues that might arise during the course of building the project.

The following documents have been prepared and circulated for public review as part of the study of impacts associated with this project:

- 1991 Draft EIS
- January 1996 Supplemental EIS
- July 1996 Supplemental EIS
- September 1997 Final EIS
- November 25, 1997 Record of Decision
- January 2000 Draft Supplemental EIS

- April 2000 Final Supplemental EIS
- June 16, 2000 Record of Decision
- July 27, 2000 U.S. Army Corps of Engineers Section 404 Permit
- September 10, 2001 NPS Environmental Assessment of proposed mitigation plan for Jones Point Park
- May 18, 2006 Opening of first of two new spans of the Woodrow Wilson Bridge.

*This project first appeared in the FYs 2000-2004 program.*

**Comment:** NCPC has reviewed several stages of the Woodrow Wilson Bridge project:

- April 8, 1999: NCPC approved the design concept plans for the replacement of the Woodrow Wilson Bridge.
- August 3, 2000: NCPC approved preliminary site and building plans and final foundation and Phase 1 dredging plans for the replacement.
- March 1, 2001: NCPC approved preliminary site and building plans for the urban deck overpass at Washington Street; improvements to Jones Point Park in Alexandria, Virginia; and development of the new Potomac River Waterfront Community Park at Rosalie Island.
- August 2, 2001: NCPC approved final building plans for the bridge structure and operator's house.
- November 1, 2001: NCPC approved the revised preliminary and final site and building plans for the urban deck overpass at Washington Street in Alexandria, Virginia, and requested that—in the preparation of subsequent plan submissions involving the Potomac River Waterfront Community Park—the FHWA ensure a high standard of design for the lighting, buildings, and signage for that area.
- April 4, 2002: NCPC approved preliminary and final site development plans for the Woodrow Wilson Bridge Memorial Medallions.
- August 5, 2004: NCPC approved preliminary and final site development plans for the Woodrow Wilson Bridge Potomac River Waterfront Park.

The Commission recommends that the following projects be included in agency budgets as soon as fiscal and budgetary conditions permit.

## DEPARTMENT OF THE INTERIOR

### **BOUNDARY MARKERS FOR THE NATION'S CAPITAL**

*Recommended for Future Programming*

This project calls for repairing and maintaining the 40 boundary markers that were placed in the nation's capital in 1791 and 1792.

*This project was first submitted by NCPC in the FYs 1981-1985 program.*

## DEPARTMENT OF TRANSPORTATION

### **FEDERAL RAILROAD ADMINISTRATION**

#### **HIGH SPEED RAIL TO BALTIMORE-WASHINGTON INTERNATIONAL AIRPORT**

*Recommended for Future Programming*

NCPC supported the concept of providing direct rail service to Baltimore-Washington International Airport in its 1997 Legacy Plan. Providing rapid rail service between Washington and cities along the Northeast corridor is a stated goal in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** The design and construction of a maglev (magnetic levitation train) demonstration project between Camden Yards in Baltimore, Maryland, and Union Station in Washington, D.C.—with service to Baltimore-Washington International Airport—has been under study since 1994. Preliminary studies indicate that the project would serve between

20,000 and 40,000 trips per day, even with continued Amtrak service in the corridor. It would provide residents and visitors to Washington with a second airport only 15 minutes from Union Station and reduce pressure on Ronald Reagan Washington National Airport, which is operating at capacity with rationing of gate slots. The project is visualized as the initial stage of a high-speed maglev system that would serve the entire Northeast Corridor between Boston, MA, and Charlotte, NC. Currently, the Federal Railroad Administration has funded an EIS for this project, and is considering whether to proceed to the design phase.

## **FEDERAL TRANSIT ADMINISTRATION**

### **DULLES CORRIDOR RAPID TRANSIT PROJECT**

#### *Recommended for Future Programming*

This project calls for the extension of Metrorail in an exclusive right-of-way between the existing Metrorail Orange Line (between East and West Falls Church stations) and eastern Loudoun County, Virginia via Tysons Corner, Reston/Herndon, and Washington Dulles International Airport. The draft EIS, completed in FY 2002, recommends Metrorail as the Locally Preferred Alternative. The final EIS, released in December 2004, informs decision makers and the public about the selection of the Metrorail extension and the potential consequences of implementing the proposed extension in the corridor. On March 2, 2005, the Federal Transit Administration (FTA) issued a Record of Decision for the project. The Record of Decision describes the basis of the decision in selecting the Locally Preferred Alternative, identifies the alternatives that were considered, and summarizes the mitigation measures that will be implemented to address the project's adverse environmental impacts. The Federal Aviation Administration issued a separate Record of Decision on July 12, 2005, related to the use of airport property for the Metrorail extension. An Environmental Assessment, released in February 2006, informs decision makers of design refinements to the project incorporated during preliminary engineering.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

### **LIGHT RAIL PROJECTS IN THE DISTRICT OF COLUMBIA, VIRGINIA, AND MARYLAND**

#### *Recommended for Future Programming*

NCPC's *Comprehensive Plan for the National Capital: Federal Elements* recommends planning and implementing regional transportation systems—operated by state and local governments and other authorities—that accommodate the transportation requirements of federal facilities, including employee, visitor, and service needs. This project calls for various rail projects that complement the existing regional transit system, including the Inner Purple Line in Montgomery and Prince George's Counties in Maryland; a trolley system in the District of Columbia; and light rail in the Route 1 Corridor in Arlington County and the City of Alexandria in Virginia.

As part of its trolley system, the District of Columbia developed the Anacostia Corridor Demonstration Project. As originally conceived, the project was a six-stop, modern streetcar service designed to travel along a 2.7-mile of unused CSX right-of-way adjacent to the neighborhoods of Fairlawn, Anacostia, and Barry Farm. However, difficulties negotiating a satisfactory agreement for the purchase and/or use of the CSX Shepard Industrial Spur right-of-way have prompted consideration of an alignment that uses city streets. The proposed street-running alignment serves the same communities as the original plan, and it provides an opportunity to identify additional stop locations along the proposed route.

*This project first was submitted by NCPC in the FYs 2004-2009 program.*

## **ALL AGENCIES**

### **ADDRESS URGENT CAPITAL PRIORITIES OF THE METRO SYSTEM AND EXPAND CAPACITY OF METRORAIL**

#### *Recommended for Future Programming*

This project supports adequate funding for urgent capital priorities of the WMATA, which is experiencing a looming fiscal crisis that is adversely affecting the regional bus and rail transit system. Increased crowding and decreased reliability could drive commuters back into their cars and onto the region's already congested roadways—actions that would worsen an already severe regional air pollution level. In order to meet projected passenger demand, the project calls for the purchase of additional rail cars, and the design and construction of capacity improvements to rail stations, power supplies, and other equipment.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** NCPC's 1997 *Legacy Plan* supports the expansion of Metrorail. In addition, the Commission's *Comprehensive Plan for the National Capital: Federal Elements* promotes the federal government's cooperation with local authorities in completing and extending Metrorail; encourages the provision of public transportation to areas of the region with high numbers of transit-dependent federal employees; and promotes transit to federal visitor and tourist attractions.

At its meeting on April 1, 2004, NCPC adopted a resolution that summarizes the current issues facing Metro; the future projected WMATA budget deficit; the importance of the Metro system to the federal government and the region; and the need to increase WMATA's budget to maintain the Metro system in the future. Specifically, the resolution:

- Recognizes the major role the Metro system plays in the "health" of the Washington metropolitan area economy and in improving the operational efficiency of the federal government.
- Endorses the need for a renewed partnership between the federal, state, and local governments to meet WMATA's funding needs, preserve the WMATA mass transit system, and allow for it to adequately meet the growing ridership needs in the region.
- Encourages robust federal surface transportation reauthorization legislation, separate federal funding for WMATA, and committed state and local support to address WMATA's urgent capital priorities.

**Federal Interest:** It is in the best interest of the federal government to encourage employees to use transit in order to reduce demand on the region's limited roadway capacity. The current levels of traffic congestion and poor air quality degrade federal employees' quality of life and impact the federal government's ability to conduct business.

## **REGIONAL VISITOR CENTER AND INFORMATION KIOSKS**

### *Recommended for Future Programming*

This project explores opportunities for an easily accessible and comprehensive visitor orientation/information center at a prominent location in the monumental core. The center would provide visitors with information on regional attractions and the development and history of Washington, D.C. as the nation's capital. The proposal also calls for locating supplemental information kiosks and/or smaller centers at highly visited areas throughout the region (including major transportation centers and federal and local attractions).

*This project was first submitted by the Commission in the FYs 2004-2009 program.*

**Comment:** The development of a comprehensive visitor center in the monumental core—as well as supplemental information kiosks throughout the region—are stated goals in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

## **FUTURE SITE ACQUISITIONS FOR MEMORIAL AND MUSEUM USES**

### *Recommended for Future Programming*

This project seeks to advance NCPC's *Memorials and Museums Master Plan* by studying the feasibility of acquiring or preserving specific sites or parcels identified within the Master Plan. This could be accomplished by leveraging public and private funds and partnering with other governmental agencies and private organizations.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** NCPC first introduced this concept in its 1997 *Legacy Plan*.

## **WATER TAXI SYSTEM**

### *Recommended for Future Programming*

This project supports the study and implementation of a water taxi system with landings along both sides of the Anacostia and Potomac River waterfronts. As envisioned, the system would serve existing active waterfront areas and planned development associated with the Anacostia Waterfront Initiative; the South Capitol Street development plan; the redevelopment of the Southwest Waterfront at Maine Avenue; access improvements at the Kennedy Center; and development of a new waterfront park in Georgetown. The system should supplement the existing transportation system by giving commuters and visitors an alternative transportation mode.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** NCPC first introduced this concept in its 1997 *Legacy Plan*.

## **REGIONAL PARK SYSTEM**

*Recommended for Future Programming*

This project seeks to protect or acquire, in coordination with local jurisdictions, a connected outer ring of major open spaces at the region's periphery that link new and existing local properties with federal properties. This will provide a varied zone that encompasses continuous wildlife habitats, local recreational amenities, and federal research and training areas.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** The development of a comprehensive open space system throughout the region is a stated goal in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*..

## **REGIONAL "BLUE TRAIL" SYSTEM**

*Recommended for Future Programming*

This project calls for the development of a "blue trail" for paddle and rowing crafts on or within the NCR's waterways. The trail would incorporate appropriate signage and landing facilities along the Potomac and Anacostia Rivers, especially in those areas where key destinations are located on or near the rivers' edges (e.g., National Arboretum, Kenilworth Aquatic Gardens, and the Navy Yard Historical Museum).

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** NCPC's *Comprehensive Plan for the National Capital: Federal Elements* encourages the development of rowing activities and related support facilities as the region's river water quality improves.

# Appendix A

## PROJECTS LISTED BY RECOMMENDATION AND INITIAL SUBMISSION YEAR

The following summarizes the Commission's recommendations for fiscal years 2007-2012 proposed capital projects. The list indicates the program years for which the projects were initially submitted.

### *Recommended and Strongly Endorsed*

(PROJECTS SUBMITTED BY AGENCIES)

#### DEPARTMENT OF AGRICULTURE

##### National Arboretum

*FYs 2006-2011* Hickey Run Storm Water Abatement Project

##### USDA Headquarters

*FYs 1995-1999* Agriculture South Building Modernization

*FYs 2002-2007* Perimeter Security

#### DEPARTMENT OF THE ARMY

##### U.S. Army Corps of Engineers

*FYs 2000-2004* Washington, D.C. and Vicinity Flood Control Project

##### Arlington National Cemetery

*FYs 2006-2011* Total Cemetery Management System Development

#### DEPARTMENT OF DEFENSE

##### The Pentagon

*FYs 1988-1992* Pentagon Renovation

*FYs 2004-2009* Air Force Memorial Site Preparation

Pentagon Memorial

#### GENERAL SERVICES ADMINISTRATION

*FYs 1992-1996* General Services Administration, Regional Office Building Modernization

Department of the Interior Building Modernization

Lafayette Building Modernization

Wilbur J. Cohen Building Modernization

Department of State, Harry S Truman Building Modernization

*FYs 1993-1997* Internal Revenue Service Building Modernization

Eisenhower Executive Office Building Modernization

Department of Commerce, Herbert C. Hoover Building Modernization

Federal Trade Commission Building Modernization

*FYs 1994-1998* Federal Office Building 8 Modernization

Federal Office Building 10A Modernization

*FYs 1995-1999* Food and Drug Administration Consolidation (White Oak)

*FYs 1999-2003* Mary E. Switzer Building Modernization

*FYs 2001-2005* General Services Administration, National Office Building Modernization

Department of Health and Human Services, Hubert H. Humphrey Building Modernization



	Department of Labor, Frances Perkins Building Modernization
<i>FYs 2002-2007</i>	New Executive Office Building Systems Replacement
<i>FYs 2003-2008</i>	E. Barrett Prettyman U.S. Courthouse Modernization
	J. Edgar Hoover Building Modernization

## **DEPARTMENT OF THE INTERIOR**

### **National Park Service**

<i>FYs 2004-2009</i>	Structural and Utility Rehabilitation for the Executive Residence
----------------------	---

## **SMITHSONIAN INSTITUTION**

<i>FYs 2003-2008</i>	Restore Renwick Gallery
<i>FYs 2003-2008</i>	Construct/Install Anti-Terrorism Protection (not mapped)
<i>FYs 2006-2011</i>	Patent Office Building Courtyard Landscaping, South Stair Reconstruction, and Perimeter Landscaping

## **DEPARTMENT OF STATE**

<i>FYs 2004-2009</i>	Security Upgrades for Harry S Truman Building
	Blast-Resistant Windows

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Highway Administration**

<i>FYs 1994-1998</i>	National Mall Road Improvements
<i>FYs 2007-2011</i>	Streetscape Improvements at Juarez Circle – Kennedy Center

## *Recommended and Strongly Endorsed*

(PROJECTS SUBMITTED BY THE COMMISSION)

## **ALL DEPARTMENTS**

<i>FYs 2002-2007</i>	South Capitol Street Reconstruction
<i>FYs 2004-2009</i>	Federal Triangle and Pennsylvania Avenue (3rd to 15th Streets, NW) Perimeter Security and Streetscape Improvements
	Constitution Avenue (17th to 23rd Streets, NW) Perimeter Security and Streetscape Improvements
	Independence Avenue (3rd to 14th Streets, SW) Perimeter Security and Streetscape Improvements
	10th Street, SW Perimeter Security and Streetscape Improvements
<i>FYs 2004-2009 (cont.)</i>	Maryland Avenue, SW Perimeter Security and Streetscape Improvements
	West End Perimeter Security and Streetscape Improvements
	Southwest Federal Center Perimeter Security and Streetscape Improvements
	Downtown Perimeter Security and Streetscape Improvements
	Federal Bureau of Investigation Perimeter Security and Streetscape Improvements
	Mobility and Parking Impact Studies (not mapped)
	Downtown Circulator (not mapped)
	South Capitol Street Waterfront Park
	Railroad Relocation Feasibility Study (not mapped)
<i>FYs 2005-2010</i>	New Frederick Douglass Memorial Bridge
<i>FYs 2006-2011</i>	RFK Stadium Site Redevelopment Study

## *Recommended*

(PROJECTS SUBMITTED BY AGENCIES)

### **DEPARTMENT OF AGRICULTURE**

#### **U.S. National Arboretum**

<i>FYs 2000-2004</i>	Education and Visitor Center
<i>FYs 2004-2009</i>	Administration Building Modernization Greenhouse Complex Renovation
<i>FYs 2005-2010</i>	Lab/Office Facility
<i>FYs 2006-2011</i>	Bladensburg Road Entrance Chinese Garden Fern Valley Native Plant Garden Asian Valley Paths Renovation and Restroom Replacement Azalea Paths Renovation Events Pavilion Ellipse Area Development

#### **Beltsville Agricultural Research Center**

<i>FYs 2000-2004</i>	New Beef Research Facility
<i>FYs 2005-2010</i>	Infrastructure 200 Area New Swine Parasitology Facility New Four Dairy Heifer Facilities

#### **National Agricultural Library**

<i>FYs 2006-2011</i>	Replace Tower Windows NAL, Repair Brick Veneer Repair to Sidewalks
----------------------	--

### **DEPARTMENT OF THE AIR FORCE**

#### **Air Force District of Washington, Andrews Air Force Base**

<i>FYS 2003-2008</i>	Physical Fitness Center
<i>FYS 2004-2009</i>	Visiting Quarters
<i>FYS 2005-2010</i>	Consolidated Library/Education Center
<i>FYS 2007-2012</i>	Strategic Planning and Development Facility Co-located Club Temporary Lodging Facility

#### **Air Force District of Washington, Bolling Air Force Base**

<i>FYS 2001-2005</i>	Physical Fitness Center
<i>FYS 2007-2012</i>	Civil Engineering Maintenance Facility Force Protection South Gate Communication Frame Facility Addition/Alteration Child Development Center

## **DEPARTMENT OF THE ARMY**

### **Arlington National Cemetery**

<i>FYs 1999-2003</i>	U.S.S. Maine Memorial Restoration
<i>FYs 2005-2010</i>	Columbarium Phase IV-B (Court 7)
	Memorial Drive Ramp Realignment
	Facilities Maintenance Complex Materials Storage Buildings
	Parking Garage Repairs
	Millennium Land Development Project
	Virginia Route 110 Entrance and Parking Modifications
	Facilities Maintenance Complex Vehicle Storage Building
	Columbarium Phase V (Court 9)
	Land Expansion – Fort Myer Parking Area
	Roof Replacement Administration Building
	Land Development 90 Phase II
<i>FYs 2006-2011</i>	Land Expansion – Navy Annex

### **Armed Forces Retirement Home**

<i>FYs 2006-2011</i>	Construct Long-Term Care Building
----------------------	-----------------------------------

## **DEPARTMENT OF DEFENSE**

### **The Pentagon**

<i>FYs 2007-2012</i>	Electrical Upgrades to Reservation
	Hazardous Response Facility
	Heliport, Control Tower & Fire
	Pentagon Motor Pool
	Secure Perimeter/Ped Plaza
	South Parking Road Network
	FB2-Columbia Pike Realign
	Route 27 HOV Access
	North Parking Garage

## **GENERAL SERVICES ADMINISTRATION**

<i>FYs 2002-2007</i>	Forrestal Building Modernization
<i>FYs 2004-2009</i>	Fire and Life Safety Systems, Postal Square
	Fire and Life Safety Systems, Frances Perkins Building
	Fire and Life Safety Systems, J. Edgar Hoover Building
	Fire and Life Safety Systems, Department of Housing and Urban Development
	Fire and Life Safety Systems, Federal Office Building 10A
	Fire and Life Safety Systems, Internal Revenue Service Building
	Theodore Roosevelt Building Reheat Coils
	National Courts Window Replacement
<i>FYs 2005-2010</i>	HOTD Steam Distribution Complex
	Southern Maryland Courthouse Annex
	Remote Delivery Service Center
<i>FYs 2006-2011</i>	Saint Elizabeth's Hospital Modernization
	Department of Housing and Urban Development, Robert C. Weaver Building

<i>FYs 2007-2012</i>	Nebraska Avenue Complex (NAC)
	Southeast Federal Center Remediation
	U.S. Coast Guard Headquarters at Saint Elizabeths
	Consumer Products Safety Commission

## **DEPARTMENT OF HEALTH AND HUMAN SERVICES**

### **National Institutes of Health**

<i>FYs 2000-2004</i>	Animal Research Center/Central Vivarium
<i>FYs 2001-2005</i>	John Edward Porter Neuroscience Research Center, Phase II
	Demolish Buildings 14/28/32
	South Quad Utility Expansion (Chiller/Boiler #7)
<i>FYs 2001-2005</i>	Northwest Child Care Facility
<i>FYs 2002-2007</i>	South Quad Parking Facility
	Laboratory N, Center for the Biology of Disease, South Quad
<i>FYs 2004-2009</i>	Laboratory P, Center for the Biology of Disease, South Quad
	Building 10 Clinical Research Core Renovations
<i>FYs 2005-2010</i>	Buildings 29A and 29B Renovation and Demolition of Building 29
	Building 37 Basement Renovation
	Building 3 Renovation

## **DEPARTMENT OF HOMELAND SECURITY**

### **Federal Law Enforcement Training Center**

<i>FYs 2006-2011</i>	Building 1, Administration
	Building 1A, Classroom and Simulator
	Building 12, U.S. Capitol Police Tactical Training
	Building 17, Remote Mail Delivery and Warehouse

### **James T. Rowley Training Center**

<i>FYs 2007-2012</i>	Loop Road Addition and Realignment
	Utilities and Infrastructure Upgrade
	Perimeter Security Upgrade

### **U.S. Coast Guard**

<i>FYs 2007-2012</i>	Construct new Station Building at Bolling Air Force Base
----------------------	--

## **DEPARTMENT OF THE INTERIOR**

### **National Park Service**

<i>FYs 2004-2009</i>	Restore Seneca Village Historic Scene (Riley's Lock), C & O Canal
<i>FYs 2005-2010</i>	Theodore Roosevelt Memorial Rehabilitate Site
<i>FYs 2007-2012</i>	Provide Accessibility to Fords Theater
	Georgetown Waterfront Park, Design and Construction
	Update the National Mall Master Plan

## **NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

### **Goddard Space Flight Center**

<i>FYs 1986-1990</i>	Repair/Replace Roofs, Various Buildings
<i>FYs 2001-2005</i>	Site Utilities Upgrade – Steam Distribution
	Rehabilitate Building 5
	Rehabilitate HVAC Systems and Controls, Various Buildings

<i>FYs 2003-2008</i>	Exploration Sciences Building
	Facility Master Plan Road Upgrade
	Modify Various Buildings for Accessibility
	Upgrade Fire Alarm Systems, Various Buildings
<i>FYs 2005-2010</i>	Repair Domestic Water/Sewer
	Repair Emergency Chiller
	Replace Low Voltage Electrical Systems, Various Buildings
<i>FYs 2006-2011</i>	Restore Building 23
	Main Substation Transformer Replacement
	Repair Central Power Plant Equipment
	Restore Chilled Water Distribution System
<i>FYs 2007-2012</i>	Repair Cooling Tower Cells 7-9, Building 24
	Master Plan Utilities
	Building 6, Ground Floor, Restoration West Wing
	Rehabilitate Building 88 Utilities

## **DEPARTMENT OF THE NAVY**

### **Naval Observatory**

<i>FYs 2003-2008</i>	Atomic Clock Vault
----------------------	--------------------

### **Naval Research Laboratory**

<i>FYs 2003-2008</i>	Autonomous Systems Laboratory
----------------------	-------------------------------

### **Washington Navy Yard**

<i>FYs 2005-2010</i>	Renovate Building W-200
----------------------	-------------------------

<i>FYs 2007-2012</i>	Renovate Building W-111
----------------------	-------------------------

### **Anacostia Annex**

<i>FYs 2007-2012</i>	Construct New Warehouse
----------------------	-------------------------

### **Naval Surface Warfare Division Carderock**

<i>FYs 2005-2010</i>	Engineering Management and Logistics Facility
----------------------	---

### **Arlington Service Center**

<i>FYs 2007-2012</i>	Renovate Building 12
----------------------	----------------------

## **SMITHSONIAN INSTITUTION**

<i>FYs 2003-2008</i>	National Museum of Natural History Revitalization
	Revitalize National Museum of American History, Behring Center Public Space
	Restore and Waterproof Hirshhorn Plaza and Foundation Walls
	Freer Gallery Exterior Restoration
<i>FYs 2006-2011</i>	National Museum of African American History and Culture
<i>FYs 2007-2012</i>	Quadrangle/Roof Mechanical Systems

### **National Zoological Park**

<i>FYs 2002-2007</i>	Valley Revitalization
<i>FYs 2003-2008</i>	Africa Exhibit (formerly Renovate Former Elephant House)
	Asia Trail

### **Museum Support Center, Suitland**

<i>FYs 2003-2008</i>	Museum Support Center Pod 5
<i>FYs 2005-2010</i>	Museum Support Center Pod 3

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration**

<i>FYs 2000-2004</i>	Woodrow Wilson Bridge Replacement
<i>FYs 2006-2011</i>	14 <sup>th</sup> Street Bridge/George Washington Parkway Improvements I-95/495 Baltimore-Washington Parkway Bridge Improvements Manassas Battlefield Park Bypass
<i>FYs 2007-2012</i>	Mount Vernon Circle Parking Fort Belvoir Connector Road Rehabilitate VA Route 123/CIA Interchange

**UNITED STATES INSTITUTE FOR PEACE**

<i>FYs 2007-2012</i>	Headquarters and Public Education Center
----------------------	--

*Recommended For Program Purposes Only*

(PROJECTS SUBMITTED BY AGENCIES)

**DEPARTMENT OF THE ARMY****Military District of Washington, Fort Belvoir**

<i>FYs 2004-2009</i>	Museum Support Center Information Dominance Center Soldier Support Center
<i>FYs 2006-2011</i>	Access Road/Control Point Network Enterprise Communications Facility 911/Emergency Operations Center South Post Fire Station Addition to Building 358, Joint Personnel Recovery Agency Family Travel Camp Religious Education Center Renovate Graves Fitness Center Material Receiving and Handling Facility Vehicle Maintenance Shop Upgrades Battalion Headquarters Structured Parking, 200 Area Replace Dining Facility Installation Industrial Support Facility South Post Physical Fitness Center

*Recommended for Future Programming*

(PROJECTS SUBMITTED BY THE COMMISSION)

**DEPARTMENT OF AGRICULTURE**

<i>FYs 1987-1991</i>	Conversion of the Department of Agriculture Building on the National Mall to a Public Use
----------------------	---

**GENERAL SERVICES ADMINISTRATION**

<i>FYs 1992-1996</i>	Federal Triangle Lighting Lafayette Building Exterior Refinishing
----------------------	--

**DEPARTMENT OF THE INTERIOR**

**National Park Service**

<i>FYs 1981-1985</i>	Boundary Markers of the Nation's Capital (not mapped)
<i>FYs 1985-1989</i>	Repair Seawalls, West Potomac Park
<i>FYs 1987-1991</i>	Fort Circle Parks System (not mapped)
<i>FYs 1995-1999</i>	Improve Pedestrian Linkages between National Mall Attractions and the Anacostia and Potomac River Waterfronts

**DEPARTMENT OF STATE**

<i>FYs 2005-2010</i>	Develop a New Foreign Missions Center
----------------------	---------------------------------------

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration**

<i>FYs 2004-2009</i>	Roosevelt Bridge Rehabilitation
	Kennedy Center Plaza Project

**Federal Railroad Administration**

<i>FYs 2004-2009</i>	High Speed Rail to Baltimore-Washington International Airport
----------------------	---

**Federal Transit Administration**

<i>FYs 2004-2009</i>	Dulles Corridor Rapid Transit Project
	Light Rail Projects in the District of Columbia, Virginia, and Maryland

**DEPARTMENTS OF THE INTERIOR, AIR FORCE, NAVY, AND ARMY**

<i>FYs 1981-1985</i>	Develop Waterfront Parks
----------------------	--------------------------

**ALL AGENCIES**

<i>FYs 2004-2009</i>	Plan and Design to Deck-over and Remove Portions of the Southeast/Southwest Freeway
	Tour Bus Parking Facility
	Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail
	Regional Visitors' Center and Information Kiosks
	Future Site Acquisitions for Memorial and Museum Uses
	Water Taxi System
	Regional Park System
	Regional "Blue Trail" System

# Appendix B

## *Status of Federal Construction*

Historical distribution trends and the current status of land acquisition and project construction, which have been recommended by the Commission in recent capital improvements programs and subsequently funded by Congress, are indicated in the following tables. Table B1 shows the distribution of total congressional appropriations among the major jurisdictions in the NCR for Fiscal Years 1985 through 2006. Table B2 shows the Fiscal Year 2006 requested amounts and authorized amounts for projects within the FCIP. Table B3 shows appropriations and completion dates for individual projects. The projects, grouped by agency and installation (or site), are listed by major jurisdiction.

## **DISTRIBUTION OF TOTAL CONGRESSIONAL FUNDING OF FCIP PROJECTS IN THE NATIONAL CAPITAL REGION**

**TABLE B1, -DISTRIBUTION OF TOTAL CONGRESSIONAL FUNDING OF FCIP PROJECTS BY MAJOR JURISDICTIONS IN THE NATIONAL CAPITAL REGION—FISCAL YEARS 1985–2006**  
(000 of Dollars)

Fiscal Year	District of Columbia	Percent	Maryland	Percent	Virginia	Percent	NCR	Percent	Total
1985	\$ 79,500	25.3	\$ 63,800	20.3	\$ 171,000	54.4	0	00.0	\$314,300
1986	\$ 73,600	30.9	\$ 73,900	31.0	\$ 90,700	38.1	0	00.0	\$238,200
1987	\$ 64,000	38.4	\$ 75,100	45.3	\$ 27,000	16.3	0	00.0	\$166,100
1988	\$ 89,500	46.0	\$ 56,300	29.0	\$ 46,800	25.0	0	00.0	\$192,600
1989	\$ 116,300	43.3	\$ 83,100	30.9	\$ 69,400	25.8	0	00.0	\$268,800
1990	\$ 131,500	44.4	\$ 112,800	38.1	\$ 51,900	17.5	0	00.0	\$296,200
1991	\$ 150,500	21.4	\$ 434,900	61.8	\$ 117,800	16.6	0	00.0	\$703,200
1992	\$ 138,300	19.0	\$ 330,100	45.0	\$ 264,100	36.0	0	00.0	\$732,500
1993	\$ 422,213	53.0	\$ 325,815	41.1	\$ 43,851	5.6	0	00.0	\$791,879
1994	\$ 371,401	44.4	\$ 304,699	36.4	\$ 160,970	19.2	0	00.0	\$837,070
1995	\$ 290,054	29.1	\$ 554,580	55.6	\$ 153,091	15.3	0	00.0	\$997,725
1996	\$ 339,103	49.0	\$ 239,497	34.0	\$ 120,900	17.0	0	00.0	\$699,500
1997	\$ 286,112	42.8	\$ 278,414	41.6	\$ 93,531	14.0	\$11,100	01.6	\$669,157
1998	\$ 147,378	28.0	\$ 171,417	32.0	\$ 156,995	30.0	\$55,000	10.0	\$530,790
1999	\$ 321,960	44.0	\$ 203,481	28.0	\$ 205,105	28.0	0	00.0	\$730,546
2000	\$ 275,894	30.0	\$ 273,544	30.0	\$ 199,122	22.0	\$ 165,000	18.0	\$913,560
2001	\$ 451,735	41.0	\$ 244,089	22.0	\$ 121,673	11.0	\$ 283,000	26.0	\$1,100,497
2002*	\$ 513,315	28.6	\$ 254,963	14.2	\$1,024,112	57.1	0	00.0	\$1,792,390
2003	\$ 407,991	32.5	\$ 474,576	37.8	\$ 140,588	11.2	\$ 232,942	18.5	\$1,256,097
2004	\$ 581,822	38.7	\$ 253,160	16.8	\$ 190,011	12.7	\$ 478,061	31.8	\$1,503,054
2005	\$ 301,357	41.5	\$ 170,278	17.0	\$ 233,736	22.9	\$ 20,258	2.0	\$1,006,094
2006	\$ 16,629	8.8	\$ 48,815	25.8	\$ 4,251	2.2	\$ 119,441	63.2	\$189,136

\*Includes \$976,332,000 of supplemental funding: \$15,332,000 within the District of Columbia; \$925,000,000 within Arlington County, Virginia (primarily for Pentagon reconstruction following the terrorist attack of September 2001); and \$36,000,000 within Fairfax County, Virginia.



## PROJECTS FUNDED IN FY 2006

Each year, federal capital projects within the program are: (1) funded; (2) not resubmitted for a variety of reasons; or (3) resubmitted by federal agencies. Below is a list of projects that were funded in fiscal year 2006. Projects resubmitted are contained within the 2007-2012 program.

NCPC reviewed FY 2005 appropriations to identify which capital improvement projects that were included in the approved FY 2005 budgets of federal agencies in the NCR. This review provided information on the funding status of those projects recommended for the first year of the 2006-2011 FCIP, which was adopted by the Commission on July 7, 2005 (Note that the amount funded may differ from the amount requested due to changes in requested amounts following reporting for the FCIP, or supplemental or earmarked funds provided by Congress). The following is a summary of findings from this review.

**TABLE B2: PROJECTS FUNDED IN FY 2006**

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
<b>DISTRICT OF COLUMBIA</b>		
<b>DEPARTMENT OF AGRICULTURE</b>		
<b>U.S. National Arboretum</b>		
Bladensburg Road Entrance	7,900	-0-
Chinese Garden	670	-0-
Hickey Run	2,403	-0-
Replace Restroom (Asian Valley)	27	-0-
Storm Water Management	250	-0-
Asian Valley Paths Renovation	1,200	-0-
Azalea Paths Renovation	75	-0-
Greenhouse Complex Renovation	1,983	-0-
Administration Building Modernization	9,000	-0-
<b>Headquarters Building</b>		
Agriculture South Modernization	34,000	-0-
Perimeter Security	7,500	-0-
<b>DEPARTMENT OF THE AIR FORCE</b>		
<b>Air Force District of Washington, Bolling Air Force Base</b>		
Replace Family Housing	59,801	-0-

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
<b>GENERAL SERVICES ADMINISTRATION</b>		
Eisenhower EOB Modernization	15,700	-0-
GSA National Office Building	185,506	-0-
FOB 8	47,769	-0-
Commerce, H.C. Hoover Building	54,491	-0-
Department of Interior Building	41,399	-0-
St. Elizabeths Modernization	37,995	-0-
Postal Square, Life and Safety	7,858	-0-
Francis Perkins, Life and Safety	7,945	-0-
HOTD Steam Distribution	78,783	-0-
<b>DEPARTMENT OF THE INTERIOR</b>		
<b>National Park Service</b>		
Executive Residence Rehabilitation	6,523	6,523
<b>SMITHSONIAN INSTITUTION</b>		
<b>Major Projects</b>		
Anti-Terrorism Protection	8,900	8,900
National Museum of Natural History Revitalization	15,800	-0-
Restore Arts & Industries Building	5,800	-0-
National Museum of the American History Restoration	18,400	-0-
<b>National Zoological Park</b>		
Renovate Wetlands Area	8,600	-0-
Valley Revitalization	1,000	-0-
<b>DEPARTMENT OF STATE</b>		
Security Upgrades for Harry S Truman Building	4,429	1,206
Blast-Resistant Windows	4,460	-0-
<b>DEPARTMENT OF TRANSPORTATION</b>		
<b>Federal Highway Administration</b>		
National Mall Road Improvements	12,000	-0-
Kennedy Center Plaza Project	100,000	-0-
<b>TOTAL DISTRICT OF COLUMBIA</b>	<b>788,167</b>	<b>16,629</b>

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
---	--------------------	-----------------

## MARYLAND

### Montgomery County

#### GENERAL SERVICES ADMINISTRATION

FDA Consolidation, White Oak	127,600	n/p
------------------------------	---------	-----

Subtotal Montgomery County	127,600	-0-
----------------------------	---------	-----

### Prince George's County

#### DEPARTMENT OF AGRICULTURE

##### Beltsville Agricultural Research Center

New Four Dairy Heifer Facilities	240	-0-
----------------------------------	-----	-----

Animal Immunology	1,942	-0-
-------------------	-------	-----

Infrastructure 200 Area	3,787	-0-
-------------------------	-------	-----

##### National Agricultural Library

Replace Tower Windows	1,500	1,800
-----------------------	-------	-------

NAL Modernization—Brick Veneer	1,200	1,200
--------------------------------	-------	-------

Repair to Sidewalks	275	-0-
---------------------	-----	-----

#### DEPARTMENT OF HOMELAND SECURITY

##### Federal Law Enforcement Training Center

Building 1, Administration Building	2,675	-0-
-------------------------------------	-------	-----

Building 1A, Classroom and Simulator	3,508	-0-
--------------------------------------	-------	-----

Building 12, U.S. Capitol Police	1,500	1,500
----------------------------------	-------	-------

#### DEPARTMENT OF THE INTERIOR

##### National Park Service

Stabilize Fort Washington	2,876	2,876
---------------------------	-------	-------

#### NATIONAL AERONAUTICS & SPACE ADMIN

##### Goddard Space Flight Center

Space Science Building	20,000	-0-
------------------------	--------	-----

Site Utilities Upgrade	3,500	-0-
------------------------	-------	-----

Modernize Magnetic Test Facility	1,400	-0-
----------------------------------	-------	-----

Repair/Replace Roofs	1,000	600
----------------------	-------	-----

Repair Emergency Chiller	5,700	3,200
--------------------------	-------	-------

Restore Building 23	3,000	3,000
---------------------	-------	-------

#### SMITHSONIAN INSTITUTION

##### Museum Support Center, Suitland

Museums Support Center Pod 5	9,000	18,100
------------------------------	-------	--------

Subtotal Prince George's County	63,103	32,186
---------------------------------	--------	--------

<b>TOTAL MARYLAND</b>	<b>190,703</b>	<b>48,815</b>
-----------------------	----------------	---------------

(000)

(000)

Department/Agency, Installation Project Title	Requested	Funded
---	-----------	--------

## VIRGINIA

### Arlington County

#### DEPARTMENT OF DEFENSE

##### The Pentagon

Pentagon Memorial	13,500	n/p
Pentagon Renovation	132,600	n/p
Air Force Memorial Site Preparation	1,000	n/p

#### DEPARTMENT OF INTERIOR

##### National Park Service

Rehabilitate Arlington House	1,251	1,251
------------------------------	-------	-------

Subtotal Arlington County	148,351	1,251
---------------------------	---------	-------

Department/Agency, Installation Project Title	(000) Requested	(000) Funded
---	--------------------	-----------------

### Fairfax County

#### DEPARTMENT OF THE ARMY

##### Fort Belvoir

Addition to Building 358	18,000	-0-
--------------------------	--------	-----

#### DEPARTMENT OF THE INTERIOR

##### National Park Service

Great Falls Visitor Center Repair	1,847	-0-
Replace Main Gate at Filene Center	4,285	3,000
Subtotal Fairfax County	24,132	3,000

<b>TOTAL VIRGINIA</b>	<b>172,483</b>	<b>4,251</b>
-----------------------	----------------	--------------

## NATIONAL CAPITAL REGION

### Maryland, D.C., and Virginia

#### DEPARTMENT OF TRANSPORTATION

##### Federal Highways Administration

Woodrow Wilson Bridge Replacement	87,337	119,441
-----------------------------------	--------	---------

<b>Total NCR</b>	<b>87,337</b>	<b>119,441</b>
------------------	---------------	----------------

<b>TOTAL REGION</b>	<b>1,238,690</b>	<b>189,136</b>
---------------------	------------------	----------------

# Appendix C

## STATUS OF MASTER PLANS FOR INSTALLATIONS INCLUDED IN THE PROGRAM

The Commission requests that federal agencies prepare agency-wide systems plans and installation master plans, as appropriate, to provide a long-range planning context for proposed projects. The following table provides information on the status of master plans for installations with projects are proposed in the FCIP.

**TABLE C1 STATUS OF MASTER PLANS FOR INSTALLATIONS INCLUDED IN THE PROGRAM**

Agency/Installation	Master Plan Approval Date	Master Plan Revision in Preparation
<b>Department of Agriculture</b>		
Beltsville Agricultural Research Center	06-06-96	
U.S. Arboretum	11-02-00	Yes
<b>Department of Defense</b>		
The Pentagon	06-02-05	No
<b>Department of the Army</b>		
WRAMC—Main Section	04-03-03	
WRAMC—Forest Glen Section	06-03-05	
MDW—Arlington National Cemetery	03-05-98	Yes
MDW—Fort Myer	01-06-86	Yes
MDW—Fort Belvoir	05-06-93	Yes
Armed Forces Retirement Home	11-12-87	Yes
Humphrey Engineer Center	06-04-98	Yes
<b>Department of the Navy</b>		
Anacostia Naval Station		Yes
Naval Air Facility—Andrews AFB	02-04-93	
Naval Air Facility—Bolling AFB	01-08-98	Yes
Naval Surface Warfare Center	01-09-04	
Marine Corps Base Quantico	12-05-02	
Henderson Hall—Ft. Myer	09-06-84	Yes
<b>Department of the Air Force</b>		
Bolling Air Force Base	01-08-98	Yes
Andrews Air Force Base	05-31-79	Yes
<b>District of Columbia Courts</b>		
Judiciary Square	08-4-05	
<b>Department of Health &amp; Human Services</b>		
NIH—Bethesda Campus	02-01-96	Yes
NIH—Pooleville Animal Center	05-05-96	
<b>Department of the Interior—NPS</b>		
The Mall	09-15-66 05-30-74 03-02-95 10-05-00 05-04-00	(General Development Corps) (Final Site Development (Bicentennial)) (Design Concepts (Walkway Improv.)) (Draft Management Plan) (Comprehensive Design Plan) Yes
<b>Department of Homeland Security</b>		
U.S. Secret Service—J.J. Rowley Training Center	09-05-96	Yes
<b>General Services Administration</b>		
Suitland Federal Center	10-03-03	
Southeast Federal Center	06-03-04	
FDA—White Oak	06-06-02	Yes

Agency/Installation	Master Plan Approval Date	Master Plan Revision in Preparation
<b>NASA</b>		
Goddard Space Flight Center	04-04-03	
<b>Smithsonian Institution</b>		
The Mall	07-10-69 (Comprehensive Plan) (Security Plan)	Yes
National Zoological Park	04-07-88	Yes
<b>Department of State</b>		
Foreign Affairs Training Center	03-02-89	Yes

# Appendix D

The projects listed below, were recommended and strongly endorsed in the 2006-2011 FCIP. This list shows the current funding status and the numbers of years the project has been presented in the FCIP.

## Projects Previously Recommended and Strongly Endorsed

<i>Projects Recommended and Strongly Endorsed In FY06</i>	<i>Received Funding FY06</i>	<i>Fully Funded in FY06</i>	<i>Project Not Funded</i>	<i>Number of Years in FCIP</i>
(PROJECTS SUBMITTED BY AGENCIES)				
<b>DEPARTMENT OF AGRICULTURE</b>				
<b>U.S. National Arboretum</b>				
1. Storm Water Management	•			1
<b>USDA Headquarters</b>				
2. Agriculture South Building Modernization	•			11
3. Perimeter Security	•			5
<b>DEPARTMENT OF THE ARMY</b>				
<b>U.S. Army Corps of Engineers</b>				
4. Washington, D.C. and Vicinity Flood Control Project			•	7
<b>DEPARTMENT OF DEFENSE</b>				
<b>The Pentagon</b>				
5. Air Force Memorial Site Preparation	•			3
6. Pentagon Renovation	•			18
7. Pentagon Memorial	•			3
<b>GENERAL SERVICES ADMINISTRATION</b>				
8. Internal Revenue Service Building Modernization				13
9. Eisenhower Executive Office Building Modernization	•			13
10. GSA, National Office Building Modernization			•	6
11. Federal Office Building 8 Modernization	•			12
12. Federal Office Building 10A Modernization	•			12
13. GSA, Regional Office Building Modernization	•			14
14. Department of State, Harry S Truman Building Modernization				14
15. Department of Commerce, Herbert C. Hoover Building Modernization	•		•	14
16. Mary E. Switzer Building Modernization			•	8
17. Department of the Interior Building Modernization	•			14
18. Lafayette Building Modernization			•	14
19. Wilbur J. Cohen Building Modernization			•	14
20. Department of Health and Human Services, Humphrey Building Modernization			•	6
21. New Executive Office Building Systems Replacement			•	5
22. Department of Labor, Frances Perkins Building Modernization			•	4
23. Federal Trade Commission Building Modernization			•	14
24. E. Barrett Prettyman U.S. Courthouse			•	4

	<i>Projects Recommended and Strongly Endorsed In FY06</i>	<i>Received Funding FY06</i>	<i>Fully Funded in FY06</i>	<i>Project Not Funded</i>	<i>Number of Years in FCIP</i>
25.	Modernization J. Edgar Hoover Building Modernization			●	4
<b>DEPARTMENT OF THE INTERIOR</b>					
<b>National Park Service</b>					
26.	Structural Rehabilitation for the Executive Residence	●			3
27.	Preserve and Protect Meridian Hill Park			●	2
28.	Stabilize Fort Washington Park	●	●		14
<b>SMITHSONIAN INSTITUTION</b>					
29.	Construct/Install Anti-Terrorism Protection (not mapped)	●			14
30.	Restore Arts and Industries Building	●			14
31.	Restore Renwick Gallery			●	4
<b>DEPARTMENT OF STATE</b>					
32.	Security Upgrades for Harry S Truman Building	●			3
33.	Blast-Resistant Windows	●			3
<b>DEPARTMENT OF TRANSPORTATION</b>					
<b>Federal Highway Administration</b>					
34.	Kennedy Center Plaza Project				3
35.	National Mall Road Improvements	●			12
 <i>Recommended and Strongly Endorsed</i> (PROJECTS SUBMITTED BY NCPC)					
<b>SMITHSONIAN INSTITUTION</b>					
36.	Patent Office Building Courtyard				1
<b>ALL DEPARTMENTS</b>					
37.	Federal Triangle and Pennsylvania Avenue Perimeter Security			●	3
38.	Constitution Avenue Perimeter Security			●	3
39.	Independence Avenue Perimeter Security			●	3
40.	10th Street, SW Perimeter Security			●	3
41.	Maryland Avenue, SW Perimeter Security			●	3
42.	West End Perimeter Security			●	3
43.	Southwest Federal Center Perimeter Security			●	3
44.	Downtown Perimeter Security			●	3
45.	Federal Bureau of Investigation Perimeter Security			●	3
46.	Mobility and Parking Impact Studies			●	3
47.	Circulator	●			3
48.	South Capitol Street Reconstruction				4
49.	South Capitol Street Waterfront Park			●	1
50.	New Frederick Douglass Memorial Bridge				2
51.	Railroad Relocation Feasibility Study				2
52.	RFK Stadium Site Redevelopment Study			●	1



# Abbreviations

AFDW	Air Force District of Washington
AT/FP	Anti-Terrorism/Force Protection
AWI	Anacostia Waterfront Initiative
BRAC	Base Realignment and Closure
CFA	Commission of the Fine Arts
DCSHPO	District of Columbia State Historic Preservation Office
DHS	Department of Homeland Security
DoD	Department of Defense
EIS	Environmental Impact Statement
FCIP	Federal Capital Improvements Program
FDA	Federal Drug Administration
FOB	Federal Office Building
FY	Fiscal Year
GSA	General Services Administration
GSF	Gross Square Feet
GSM	Gross Square Meters
HVAC	Heating, Ventilating, Air Conditioning
MDW	Military District of Washington
NAF	Non-Appropriated Funds
NCR	National Capital Region
NPS	National Park Service
NSF	Net Square Feet
NDW	Naval District of Washington
ULI	Urban Land Institute
WMATA	Washington Metropolitan Area Transit Authority

# Acknowledgments

## **NATIONAL CAPITAL PLANNING COMMISSION**

### Presidential Appointees

John V. Cogbill, III (*Chairman*)  
Herbert F. Ames  
José Luis Galvez, III, AIA

### Mayoral Appointees

Patricia Elwood (*Vice Chairman*)  
Arrington Dixon

## **EX-OFFICIO MEMBERS AND ALTERNATES**

The Honorable Anthony A. Williams *Mayor, District of Columbia*  
Ellen M. McCarthy  
Jennifer L. Steingasser  
Charles C. Graves, III

The Honorable Linda W. Cropp *Chairman, Council of the District of Columbia*  
Robert E. Miller  
Christopher Murray

The Honorable Dirk Kempthorne *Secretary of the Interior*  
Joseph M. Lawler  
John G. Parsons

The Honorable Lurita Doan *Administrator, General Services Administration*  
Ann W. Everett  
Robin G. Graf  
William J. Guerin  
Michael S. McGill

The Honorable Donald H. Rumsfeld *Secretary of Defense*  
Michael B. Donley  
Ralph E. Newton

The Honorable Susan M. Collins *Chairman, Committee on Governmental Affairs, United States Senate*  
Amy L. Hall

The Honorable Tom Davis *Chairman, Committee on Government Reform, United States House of Representatives*  
David Marin  
Lawrence J. Halloran  
Michael Szonov  
Victoria Proctor

## **EXECUTIVE STAFF**

Patricia E. Gallagher, AICP, *Executive Director*  
Marcel C. Acosta, AICP, *Deputy Executive Director*  
Barry S. Socks, *Chief Operating Officer*  
Deborah B. Young, *Secretary to the Commission*  
Lois J. Schiffer - *General Counsel*  
Julia Koster, *Director, Planning Research and Policy Division*  
William G. Dowd, *Director, Plan and Project Implementation Division*  
Christine L. Saum, AIA *Director, Urban Design and Plan Review Division*  
Lisa N. MacSpadden, *Director, Office of Public Affairs*

## **ACKNOWLEDGMENTS**

The Federal Capital Improvements Program was prepared by:

Stacy T. Wood, *Community Planner, FCIP Project Manager*

Michelle Desiderio, *Community Planner*

Kael W. Anderson, *Community Planner*

Editorial/Design Staff

Paul A. Jutton, *Graphic Designer*

Margie Glennon, *Public Affairs Specialist*

NCPC wishes to acknowledge the assistance of other federal agencies throughout the National Capital Region in preparing the Federal Capital Improvements Program.